

# Corridor Safety Assessment SR-9/SR-17/SR-59



## **Horrocks Engineers**

One West Main

P.O. Box 377

American Fork, Utah 84003

Tel: (801) 763-5100

Fax: (801) 763-5101

[www.horrocks.com](http://www.horrocks.com)

Prepared By:

**HORROCKS**  
ENGINEERS

April 30, 2008

## Contents

|  |    |
|--|----|
| List of Figures .....                          | ii |
| List of Tables .....                           | ii |
| Introduction .....                             | 1  |
| State Route 9 Recommendations MP 11-32.7 ..... | 1  |
| Crash History .....                            | 2  |
| General Recommendations .....                  | 5  |
| Priority 1 Recommendations .....               | 5  |
| Priority 2 Recommendations .....               | 8  |
| Priority 3 Recommendations .....               | 8  |
| State Route 17 Recommendations MP 0-6.06 ..... | 10 |
| Crash History .....                            | 10 |
| General Recommendations .....                  | 12 |
| Priority 1 Recommendations .....               | 12 |
| Priority 2 Recommendations .....               | 13 |
| Priority 3 Recommendations .....               | 13 |
| State Route 59 Recommendations MP 0-22.1 ..... | 15 |
| Crash History .....                            | 15 |
| General Recommendations .....                  | 18 |
| Priority 1 Recommendations .....               | 18 |
| Priority 2 Recommendations .....               | 20 |
| Priority 3 Recommendations .....               | 20 |
| Summary and Conclusions .....                  | 21 |

## List of Figures

|  |    |
|--|----|
| Figure 1 State Route 9 map with waypoints and crashes (West Portion).....  | 3  |
| Figure 2 State Route 9 map with waypoints and crashes (East Portion) ..... | 4  |
| Figure 3 State Route 17 map with waypoints and crashes .....               | 11 |
| Figure 4 State Route 59 map with waypoints and crashes (West Portion)..... | 16 |
| Figure 5 State Route 59 map with waypoints and crashes (East Portion)..... | 17 |

## List of Tables

|  |    |
|--|----|
| Table 1 SR-9 Priority 1 Clear Zone .....                   | 5  |
| Table 2 SR-9 Priority 1 Culvert Extensions .....           | 5  |
| Table 3 SR-9 Priority 1 Delineation .....                  | 6  |
| Table 4 SR-9 Priority 1 Guardrail Extensions .....         | 6  |
| Table 5 SR-9 Priority 1 Warning Signs .....                | 7  |
| Table 6 SR-9 Priority 2 Barrier Attenuators .....          | 8  |
| Table 7 SR-9 Priority 3 Clear Zone SR-9 .....              | 8  |
| Table 8 SR-9 Priority 3 Geometry .....                     | 8  |
| Table 9 SR-9 Priority 3 Sight Distance .....               | 9  |
| Table 10 SR-9 Priority 3 Box Culvert.....                  | 9  |
| Table 11 SR-17 Priority 1 Guardrail Extensions .....       | 12 |
| Table 12 SR-17 Priority 1 Warning Signs .....              | 12 |
| Table 13 SR-17 Priority 2 Barrier Stabilization .....      | 13 |
| Table 14 SR-17 Priority 2 Widening .....                   | 13 |
| Table 15 SR-17 Priority 3 Clear Zone SR-9 .....            | 14 |
| Table 16 SR-17 Priority 3 Geometry .....                   | 14 |
| Table 17 SR-17 Priority 3 Sight Distance .....             | 14 |
| Table 18 SR-59 Priority 1 Clear Zone .....                 | 18 |
| Table 19 SR-59 Priority 1 Culvert Extensions .....         | 18 |
| Table 20 SR-59 Priority 1 Edge Drop .....                  | 18 |
| Table 21 SR-59 Priority 1 Warning Signs and Striping ..... | 19 |
| Table 22 SR-59 Priority 2 Widening .....                   | 20 |
| Table 23 SR-59 Priority 3 Geometry .....                   | 20 |

## Introduction

The Eastern Hurricane Study Safety Audit conducted on the 4<sup>th</sup> and 5<sup>th</sup> of February 2008 included the review of three routes which are discussed in three separate sections;

- State Route 9
- State Route 17
- State Route 59

The numerous recommendations are outlined in this document and categorized as General, Priority 1, Priority 2, or Priority 3 recommendations. General recommendations discuss issues concerning the entire length of the facility. Priority 1 recommendations are short term improvements which are anticipated to significantly increase the safety in the respective locations. Priority 2 recommendations are medium-term improvements intended to improve upon safety measures already in place. Priority 3 recommendations are typically long-term improvements intended to address large-scale geometric problems.

The recommendations are provided in tables and include the mile post, waypoint, and description of each improvement. The improvements are categorized by type and a typical photo is provided where available. All of the photos taken during the field assessment are provided in the Appendix A.

Accident histories were used to identify high incidents of crash locations, particularly those of a repetitive nature. The histories are provided in Appendix B for the three roadways. Each crash is assigned a severity based on the most severe injury in the vehicle(s) based on the following criteria:

- Severity 1 – Non-Injury
- Severity 2 – Possible Injury
- Severity 3 – Injury
- Severity 4 – Incapacitating Injury
- Severity 5 – Fatal

Crashes with severities 3 through 4 are shown on the maps provided in this document.

## State Route 9 Recommendations MP 11-32.7

State Route 9 is a two-lane rural highway that runs from Laverkin in the west to Springdale in the east. A safety audit was completed on this facility on February 5, 2008. Figure 1 provides a map of the west portion of the route with the level 3, 4, and 5 crashes and the waypoints of the recommended improvements. Figure 2 shows the east portion of the route.

## Crash History

The crash history for SR-9 shows 114 crashes for 2002 to 2005 resulting in an average of 28.5 crashes per year. The average accident rate is 0.75 accidents per million vehicle miles which is less than the 1.46 expected value. The severity index is an average of 2.00 which is higher than the expected index of 1.70. A detailed crashed history for this roadway is provided in Appendix B.

The most frequent accident type over the four year period was single vehicle collisions: a total of 60 (53%) of the crashes only involved a single vehicle. The second most frequent accident type was rear end collisions which consist of 14 (12%) crashes. The remaining crashes varied among 14 other accident types.

From 2002 to 2005 25 crashes were run off the road crashes and 17 involved vehicles hitting animals.

The distribution of severities over the four year period was:

- Severity 1 Non-Injury: 61
- Severity 2 Possible Injury: 15
- Severity 3 Injury: 14
- Severity 4 Incapacitating Injury: 23
- Severity 5 Fatal 1

Overall, the crash frequency is less than might be expected but is considerably higher in severity than expected on this type of roadway. However, the improvements recommended in this document are anticipated to improve the accident rate and lessen the severity of the crashes.

Legend

- State Highways
- Other Roads
- Streams
- Municipalities

Safety Audit Priority

- 1
- 2
- 3

Crash Severity

- 3 - Injury
- 4 - Incapacitating Injury
- 5 - Fatality

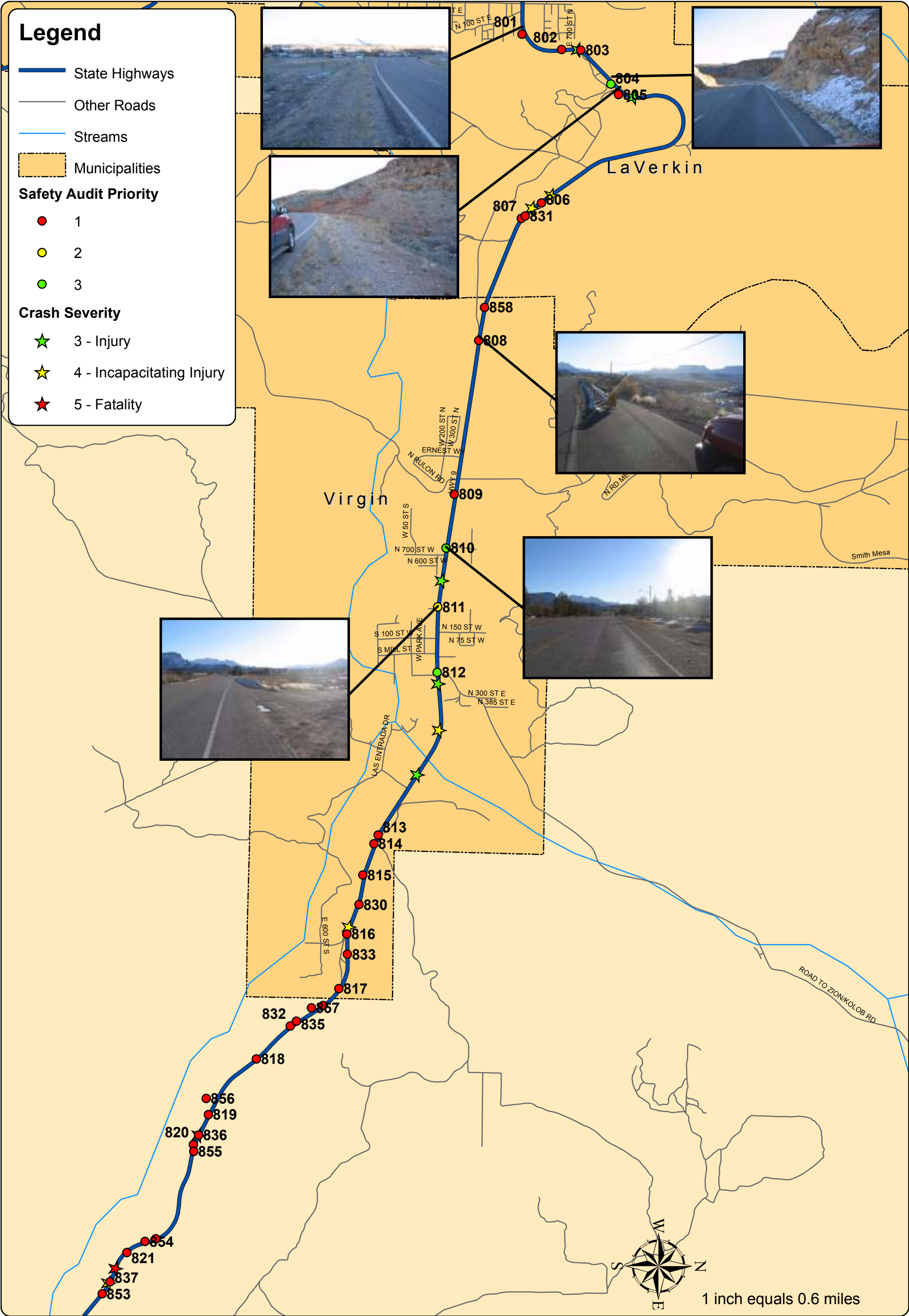


Figure 1 State Route 9 map with waypoints and crashes  
(West Portion)

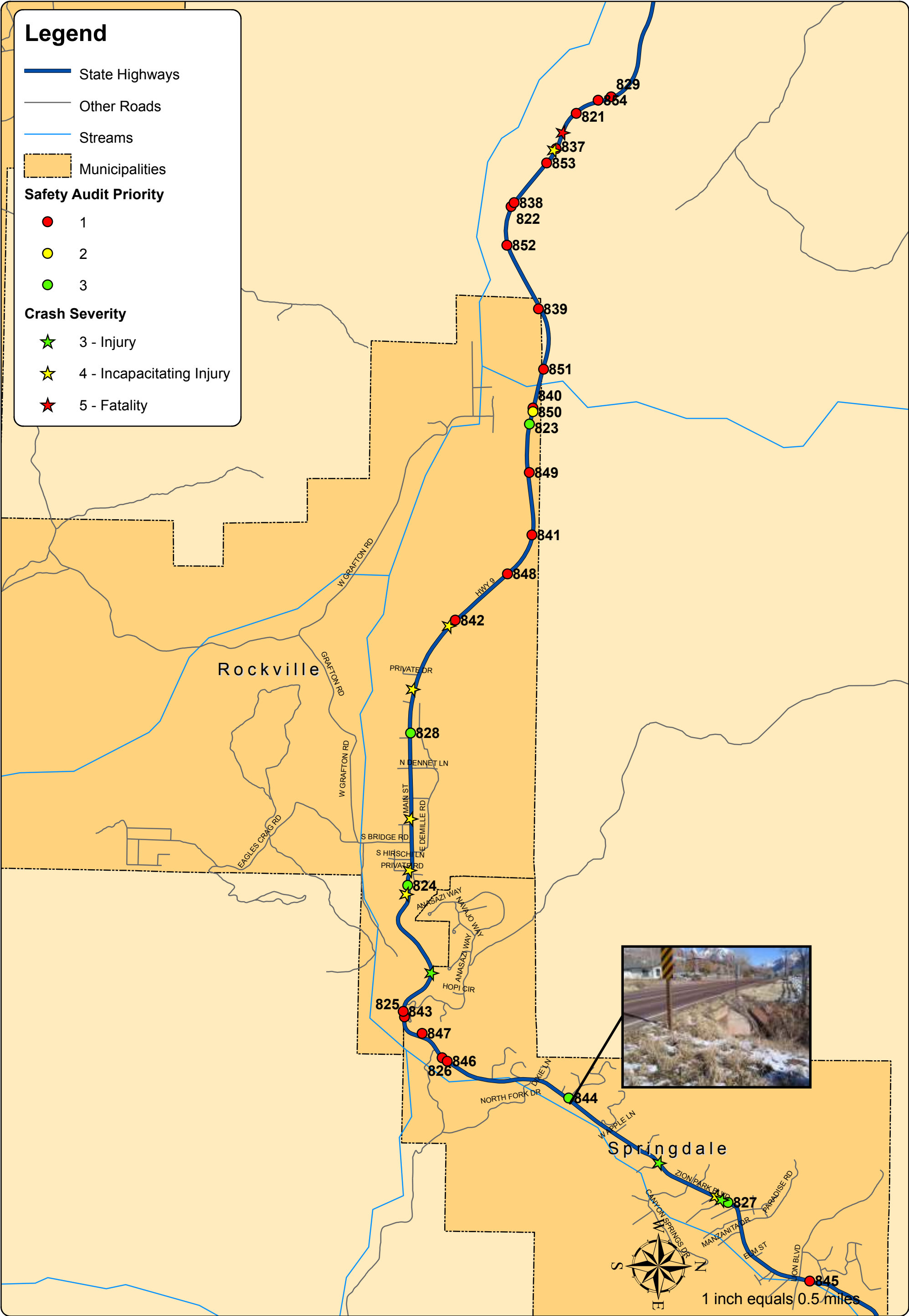


Figure 2 State Route 9 map with waypoints and crashes  
(East Portion)

## General Recommendations

General observations of the facility include:

- Rumble strips are not present along much of the corridor. Old style rumble strips are in other areas. Shoulders throughout the corridor are approximately 2' to 5' wide. New standard rumble strips should be added.
- Passing Sight Distance is a concern in areas where passing is permitted between Virgin and Rockville (MP 18-27); terrain and geometry of roadway seem to prohibit safe passing maneuvers. There are a large number of head-on and passing-related collisions in this area. The ideal solution would be to have a 4-lane roadway between Virgin and Rockville (MP 18-27).
- Raised pavement markers would provide assistance to delineate roadway for last 6 miles where there is winding road geometry.
- There are many crashes between MP 27-33; geometry has sharp horizontal & vertical curves combined with numerous access points; it is likely that vehicles are traveling too fast for conditions and not being aware.

## Priority 1 Recommendations

The clear zone discussed in Table 1 fails the meet width requirements and needs to be widened as well as have delineation improved.

**Table 1 SR-9 Priority 1 Clear Zone**


| Mile Post | Way-Point | Description   | Typical Photo   |
|-----------|-----------|---|---|
| 12.82     | 801       | Clear zone needs to be widened, flattened; improve delineation – PHOTOS 19-21 |  |


Table 2 provides the four cases where culverts end within the clear zone. These culverts need to be extended in order to provide the needed clear zone width.

**Table 2 SR-9 Priority 1 Culvert Extensions**

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 13.13     | 802       | 2 culvert ends need extensions                             |
| 20.00     | 814       | Pipe culvert end needs extension for sufficient clear zone |
| 20.45     | 830       | Existing culverts need to be extended                      |
| 23.25     | 829       | Extend culvert for wider clear zone                        |


Delineation was found to be a problem on five curves as discussed in Table 3. The delineators on the curves need to be set at the appropriate spacing.

**Table 3 SR-9 Priority 1 Delineation**

| Mile Post | Way-Point | Description   | Typical Photo   |
|-----------|-----------|---|---|
| 13.68     | 805       | Delineation on curve needs tighter spacing – PHOTO 23 |  |
| 15.52     | 807       | Delineation needs improvement on curve                |   |
| 19.97     | 813       | Delineation needs improvement on curve                |   |
| 20.65     | 816       | Delineation needs improvement on curve                |   |
| 22.54     | 820       | Delineation needs improvement on curve                |   |

Guardrails at several locations need to be extended to meet the length of need. Table 4 provides a discussion of the specific locations and recommended improvements.

**Table 4 SR-9 Priority 1 Guardrail Extensions**

| Mile Post | Way-Point | Description  | Typical Photo   |
|-----------|-----------|--|---|
| 15.31     | 806       | Extend guardrail 200' south - insufficient length of need            |  |
| 16.42     | 808       | Extend guardrail 200' south - insufficient length of need – PHOTO 24 |   |
| 17.49     | 809       | Extend guardrail 200' south - insufficient length of need            |   |
| 20.29     | 815       | Guardrail could be extended 200' south                               |   |
| 21.05     | 817       | Extend guardrail 200' south - insufficient length of need            |   |
| 21.78     | 818       | Extend guardrail 200' south - insufficient length of need            |   |
| 22.27     | 819       | Extend guardrail 200' south - insufficient length of need            |   |
| 24.15     | 822       | Extend guardrail 200' south - insufficient length of need            |   |

Warning signs were the most frequently needed improvement on this roadway. The signs include chevrons, turning warning signs, and advisory speed warnings. A ball bank turn indicator was used to determine the need for the particular signs and advisory speeds. The location and description of the recommended signing improvements are provided in Table 5.


Table 5 SR-9 Priority 1 Warning Signs

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 13.22     | 803       | Chevrons need to be added for both directions                |
| 15.80     | 831       | Advisory speed is needed for this curve; possibly 60 mph     |
| 16.22     | 858       | Add curve right warning sign for SB                          |
| 20.80     | 832       | Add curve right warning sign for NB                          |
| 20.81     | 833       | Add advisory speed for 50 mph for SB                         |
| 21.21     | 857       | Add curve left warning sign for SB                           |
| 21.26     | 834       | Add curve left warning sign for SB                           |
| 21.38     | 835       | Add winding road left sign for NB (no advisory speed)        |
| 22.11     | 856       | Add curve right warning sign for SB                          |
| 22.49     | 836       | Add winding road left warning sign for NB                    |
| 22.53     | 821       | Add chevrons to curve - both directions                      |
| 22.57     | 855       | Add curve right warning sign for SB                          |
| 22.91     | 854       | Add curve right warning sign for SB                          |
| 23.68     | 837       | Add curve right warning sign for NB                          |
| 23.81     | 853       | Add curve left warning sign for SB                           |
| 24.09     | 838       | Add curve left warning sign for NB 60 mph advisory speed     |
| 24.41     | 852       | Add curve right warning sign for SB                          |
| 24.77     | 839       | Add curve right warning sign for NB                          |
| 25.08     | 851       | Add curve left warning sign for SB                           |
| 25.38     | 840       | Add curve left warning sign for NB                           |
| 25.70     | 849       | Add curve right warning sign for SB                          |
| 25.99     | 841       | Add curve left warning sign for NB                           |
| 26.32     | 848       | Add curve left warning sign for SB w/60 mph adv speed        |
| 26.78     | 842       | Add curve left warning sign for NB                           |
| 29.22     | 825       | Curve needs chevrons   |
| 29.22     | 843       | Change sign to turn sign left instead of curve left for NB   |
| 29.41     | 847       | Change sign to turn sign right instead of curve right for SB |
| 29.61     | 826       | Add chevrons to curve - both directions                      |
| 29.65     | 846       | Add reverse curve right for SB                               |
| 32.19     | 845       | Pedestrian crossing signs do not meet current standards      |

## Priority 2 Recommendations

Two barriers were found to lack crash attenuators, as discussed in Table 6.


**Table 6 SR-9 Priority 2 Barrier Attenuators**

| Mile Post | Way-Point | Description                             | Typical Photo   |
|-----------|-----------|---|---|
| 18.28     | 811       | Barrier end needs attenuator – PHOTO 26 |  |
| 25.39     | 850       | Add attenuators to barrier ends         |   |

## Priority 3 Recommendations

Table 7 discusses a priority 3 clear zone problem which is anticipated to be expensive to improve.

**Table 7 SR-9 Priority 3 Clear Zone SR-9**

| Mile Post | Way-Point | Description                                     | Typical Photo   |
|-----------|-----------|---|---|
| 13.55     | 804       | Clear zone is impeded by rock ledges – PHOTO 22 |  |


Geometry improvements are discussed in Table 8. These improvements include the straightening of the road and the addition of a two-way-left-turn-lane (TWLTL).

**Table 8 SR-9 Priority 3 Geometry**

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 27.47     | 828       | Add TWLTL through town of Rockville  |
| 28.34     | 824       | Geometry of road should be straightened; delineation needs improvement on these curves |


The lack of adequate sight distance was an issue at several locations due to sag curves, crest curves, and other issues. Table 9 provides a discussion of sight distance improvements.

**Table 9 SR-9 Priority 3 Sight Distance**

| Mile post | Way-Point | Description  | Typical Photo   |
|-----------|-----------|--|---|
| 17.87     | 810       | Insufficient sight distance for left turns from driveway accesses; sag curve needs to be raised – PHOTO 25 |  |
| 18.74     | 812       | Insufficient sight distance for turns from driveway accesses   |   |
| 25.20     | 823       | Insufficient passing sight distance in both directions   |   |
| 31.48     | 827       | Crest curve needs to be flattened to provide stopping sight distance                                       |   |

A box culvert was found to limit the clear zone to only 3 feet. Table 10 provides a description and photo of the issue.

**Table 10 SR-9 Priority 3 Box Culvert**

| Mile Post | Way-Point | Description  | Typical Photo   |
|-----------|-----------|--|---|
| 30.39     | 844       | Box culvert needs extension; clear zone is only 3' wide – PHOTOS 28-29 |  |

## State Route 17 Recommendations MP 0-6.06

State Route 17 is a two-lane rural highway that runs from Laverkin in the south to Toquerville in the north where it connects with I-15. A safety audit was completed on this facility on February 4, 2008. Figure 3 provides a map of the route with the level 3, 4, and 5 crashes and the waypoints of the recommended improvements.

### Crash History

The crash history for SR-17 shows 40 crashes for 2002 to 2005 resulting in an average of 10 crashes per year. The average accident rate is 1.50 accidents per million vehicle miles which is slightly more than the 1.46 expected value. The severity index is an average of 2.10 which is higher than the expected index of 1.70. The average crash rate is pulled up significantly by the 2003 rate which was 2.86. The years of 2002, 2004, and 2005 all have a crash rate of approximately 1.05. A detailed crashed history for this roadway is provided in Appendix B.

The most frequent accident type over the four year period was single vehicle collisions: a total of 30 (75%) of the crashes only involved a single vehicle. The remaining crashes varied among 6 other accident types.

From 2002 to 2005 17 crashes were run off the road crashes and 6 involved vehicles hitting animals.

The distribution of severities over the four year period was:

- Severity 1 Non-Injury: 18
- Severity 2 Possible Injury: 10
- Severity 3 Injury: 6
- Severity 4 Incapacitating Injury: 5
- Severity 5 Fatal 1

Overall, the crash frequency and is higher than might be expected but is considerably higher in severity than expected on this type of roadway. However, improvements recommended in this document are anticipated to improve the accident rate and lessen the severity of the crashes.

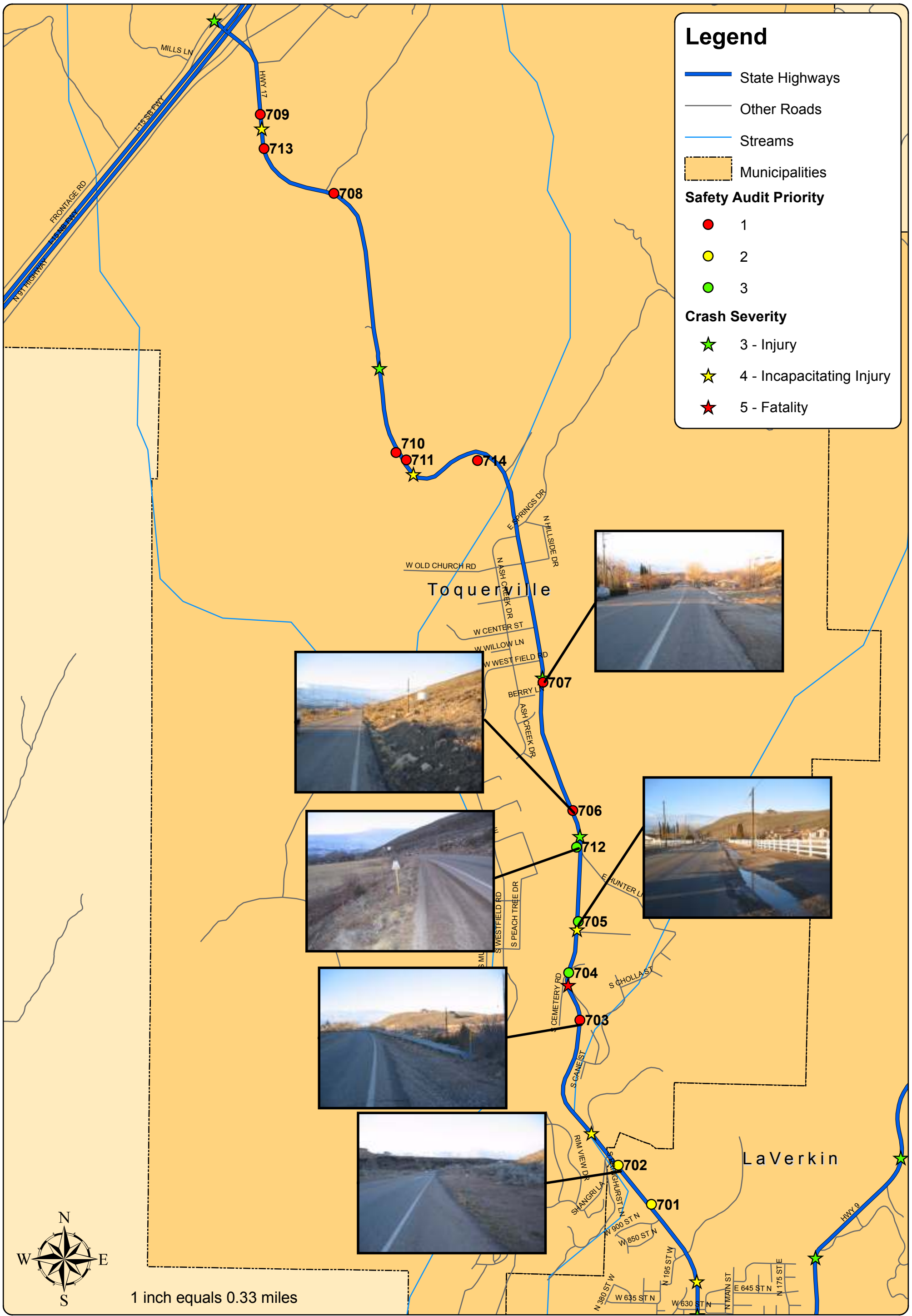


Figure 3 State Route 17 map with waypoints and crashes

## General Recommendations


General observations of the facility include:

- Narrow shoulders exist throughout the corridor. Rumble Strips should be installed.

## Priority 1 Recommendations

Guardrails at two locations need to be extended to meet the length of need. Table 11 provides a discussion of the specific locations and recommended improvements.

**Table 11 SR-17 Priority 1 Guardrail Extensions**

| Mile Post | Way-Point | Description  | Typical Photo   |
|-----------|-----------|--|---|
| 1.48      | 703       | Replace Texas turndown and extend guardrail; length of need is insufficient – PHOTO 8 (Northbound) |  |
| 4.07      | 711       | Replace Texas turndown and extend guardrail south (Southbound)                                     |   |

Warning signs were the most frequently needed improvement on this roadway. The signs include chevrons, turning warning signs, and advisory speed warnings. A ball bank turn indicator was used to determine the need for particular signs and the advisory speeds. The location and description of the recommended signing improvements are provided in Table 12.

**Table 12 SR-17 Priority 1 Warning Signs**

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 2.29      | 706       | Add curve warning sign (Northbound)  |
| 2.81      | 707       | Add reduced speed ahead warning sign prior to speed limit drop to 40 mph                         |
| 3.79      | 714       | Curve needs advisory speed; too fast for ball bank at 40 mph speed limit                         |
| 5.08      | 708       | Add chevrons on curve, improve delineation   |
| 5.11      | 713       | Reverse curves need advisory speed probably 50 mph; too fast for ball bank at 60 mph speed limit |
| 5.52      | 709       | Add chevrons on curve, improve delineation   |
| 4.17      | 710       | Change advisory speed on curve to 30mph: 25 is excessively slow (Southbound)                     |

## Priority 2 Recommendations


A barrier on a bridge was found in need of stabilization and is discussed in Table 13.

**Table 13 SR-17 Priority 2 Barrier Stabilization**

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 0.64      | 701       | Barrier on NB approach to bridge is settling back – needs to be stabilized |

Widening the shoulder is recommended at this location to provide continuity and to match the existing shoulders as discussed in Table 14.

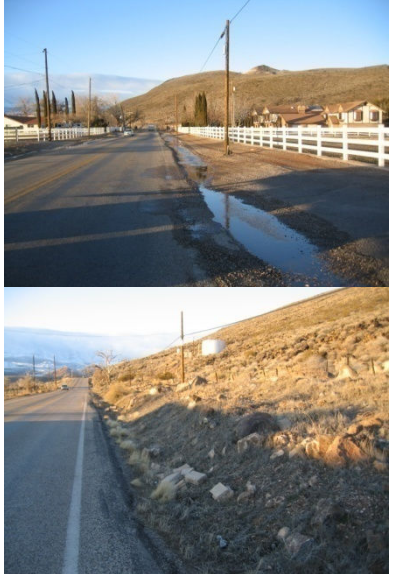
**Table 14 SR-17 Priority 2 Widening**

| Mile Post | Way-Point | Description   | Typical Photo   |
|-----------|-----------|---|---|
| 0.83      | 702       | Extend shoulder widening back to match existing widened shoulder ~ 200' – PHOTOS 6-7 (Northbound) |  |

## Priority 3 Recommendations


Table 15 discusses priority 3 clear zone problems.

**Table 15 SR-17 Priority 3 Clear Zone SR-9**

| Mile Post | Way-Point | Description  | Typical Photo   |
|-----------|-----------|--|---|
| 1.83      | 705       | Telephone poles within the clear zone – PHOTOS 9-10 (Northbound) |  |
| 2.29      | 706       | Clear zone needs flattening – PHOTOS 11-13 (Northbound)          |   |
| 2.17      | 712       | Side slopes too steep – PHOTO 15 (Southbound)                    |   |

Geometry improvements are discussed in Table 16. This improvement includes the addition of a two-way-left-turn-lane (TWLTL) and widening the pavement shoulders. The interchange with I-15 also presents geometric issues; however, this is being addressed by another project.

**Table 16 SR-17 Priority 3 Geometry**

| Mile Post | Way-Point | Description   | Typical Photo   |
|-----------|-----------|---|---|
| 2.81      | 707       | Add TWLTL in town, widen pavement shoulders – PHOTO 14 (Northbound) |  |

The lack of adequate sight distance was an issue at one location. Table 17 provides a discussion of sight distance improvements.

**Table 17 SR-17 Priority 3 Sight Distance**

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 1.65      | 704       | Insufficient intersection sight distances for driveways (Northbound) |

## State Route 59 Recommendations MP 0-22.1

State Route 59 is a rural two-lane facility that runs north/south from Hildale through Apple Valley to Hurricane. A safety audit was completed on this facility on February 4, 2008. Figure 4 provides a map of the west portion of the route with the level 3, 4, and 5 crashes and the waypoints of the recommended improvements. Figure 5 provides the map of the east portion of the route.

### Crash History

The crash history for SR-59 shows 133 crashes for 2002 to 2005 resulting in an average of 33.3 crashed per year. The average accident rate is 1.76 which is higher than the 1.70 expected value. The severity index is an average of 1.52 which again is slightly more than the expected index of 1.46. A detailed crashed history for this roadway is provided in Appendix B.

The most frequent accident type over the four year period was single vehicle collisions: a total of 82 (62%) of the crashes only involved a single vehicle. The remaining crashes varied among 16 other accident types.

From 2002 to 2005 69 crashes were run off the road crashes and 6 involved vehicles hitting animals.

The distribution of severities over the four year period was:

- Severity 1 Non-Injury: 84
- Severity 2 Possible Injury: 19
- Severity 3 Injury: 14
- Severity 4 Incapacitating Injury: 13
- Severity 5 Fatal 3

Overall, the crash frequency and severity are higher than might be expected on this type of roadway. However, the improvements recommended in this document are anticipated to improve the accident rate and lessen the severity of the crashes.

Legend

- State Highways
- Other Roads
- Streams
- Municipalities

Crash Severity

- 3 - Injury
- 4 - Incapacitating Injury
- 5 - Fatality

Safety Audit Priority

- 1
- 2
- 3

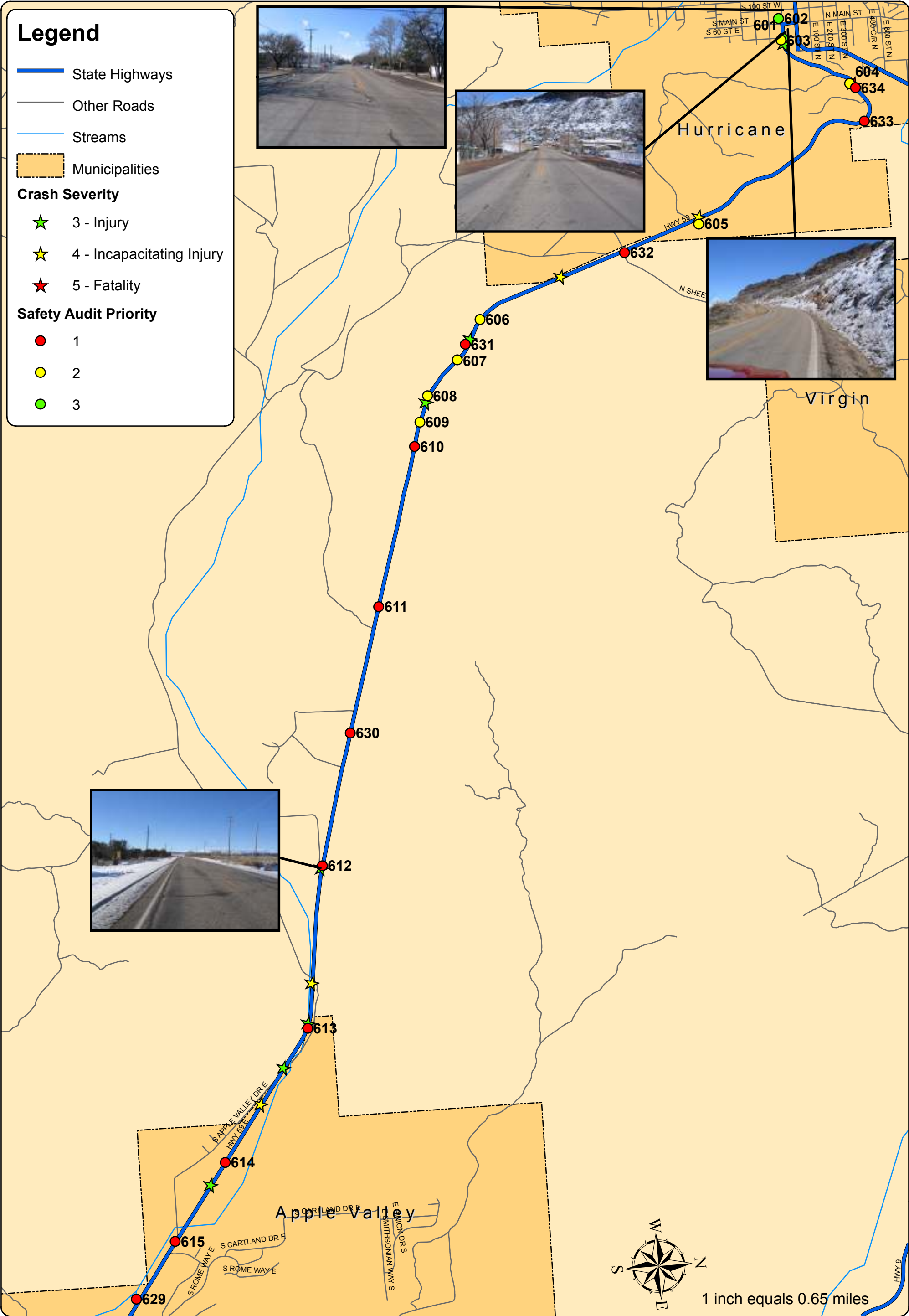


Figure 4 State Route 59 map with waypoints and crashes  
(West Portion)

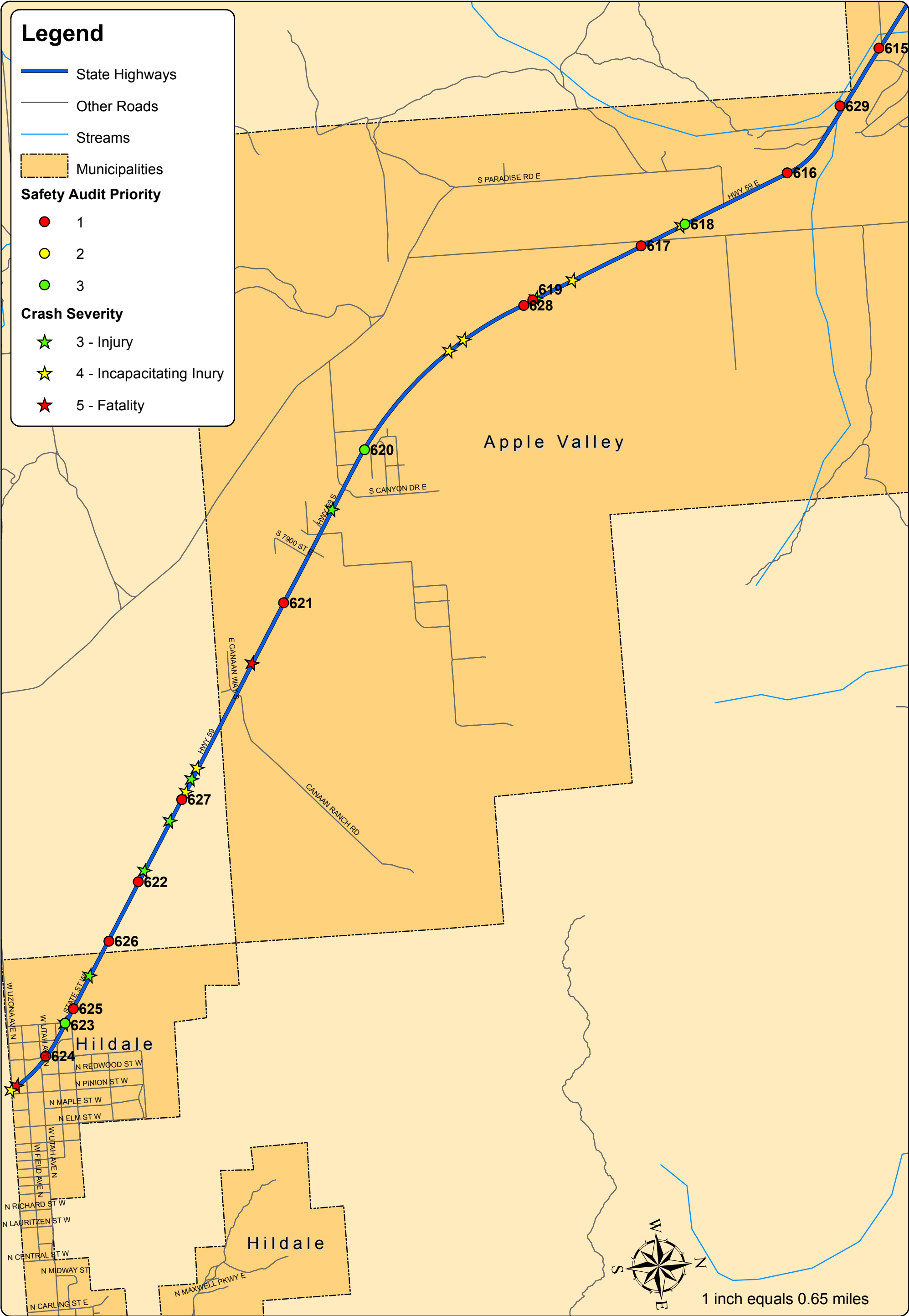


Figure 5 State Route 59 map with waypoints and crashes  
(East Portion)

## General Recommendations

General observations of the facility include:

- No rumble strips are present along the corridor. The roadway contains long, straight sections. Shoulders need to be widened for the entire segment and rumble strips should be added.
- Much of the existing guardrail between MP 22-20 is in good condition; no signs of hits are present; however, support behind posts is lacking.
- Install dynamic speed feedback sign in NB direction on final decent before town.
- Many of the signs along the route are in poor condition with low reflectivity. Many signs have been shot-up or are otherwise damaged.

## Priority 1 Recommendations

The clear zone, discussed in Table 18, fails to meet width requirements and needs to be widened or have barrier protection installed.

**Table 18 SR-59 Priority 1 Clear Zone**

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 9.88      | 629       | Clear zone needs widening or barrier protection (Northbound) |

Table 19 provides the five cases where culverts end within the clear zone. These culverts need to be extended in order to provide the needed clear zone width.

**Table 19 SR-59 Priority 1 Culvert Extensions**

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 1.34      | 626       | Culverts are within clear zone (multiple), need extensions and/or side slopes re-graded (Northbound) |
| 14.45     | 630       | Culverts are within clear zone (multiple), need extensions and/or side slopes re-graded (Northbound) |
| 1.85      | 622       | Culver pinches clear zone (Southbound)   |
| 11.10     | 614       | Culver pinches clear zone (Southbound)   |
| 15.44     | 611       | Various holes/culverts within the clear zone (Southbound)  |

An edge drop was found to be a problem at one location as discussed in Table 20.

**Table 20 SR-59 Priority 1 Edge Drop**

| Mile Post | Way-Point | Description               |
|-----------|-----------|---------------------------|
| 16.46     | 610       | 4" edge drop (Southbound) |

Warning signs and striping changes were the most frequently needed improvement on this roadway. The signs include chevrons, turning warning signs, and advisory speed warnings. A ball bank turn indicator was used to determine the need for the particular signs and the advisory speeds. Striping improvements include prohibiting passing. The location and description of the recommended signing and striping improvements are provided in Table 21.

**Table 21 SR-59 Priority 1 Warning Signs and Striping**

| Mile Post | Way-Point | Description  |
|-----------|-----------|--|
| 0.75      | 625       | Prohibit passing in NB direction - insufficient sight distance for 1/2 mile to the North (Northbound)  |
| 2.34      | 627       | No-passing zone should be extended further south for NB vehicles direction, insufficient sight distance; area with cluster of head-on collisions (Northbound)  |
| 7.03      | 628       | Prohibit passing in NB direction - insufficient sight distance for 1/4 mile to the North (Northbound)  |
| 17.41     | 631       | Add chevrons on outside of curve; clusters of ROR crashes in NB direction add winding road sign in NB direction prior to curves; CURVES NEED ADVISORY SPEED (65 MPH speed limit too fast for ball bank) (Northbound) |
| 18.8      | 632       | Evaluate allowing passing in NB direction; sufficient sight distance adjacent to climbing lane in SB direction (Northbound)  |
| 20.85     | 633       | Runaway truck ramp has only 1 warning sign at 1 mile in advance; needs additional warning signing at 1/2 mile and 500 feet (Northbound)  |
| 21.22     | 634       | Curves in NB direction needs advisory speed (40 mph speed limit too fast for ball bank) (Northbound)   |
| 0.48      | 624       | Consider reducing speed limit through town; existing is 50 mph and there are a lot of conflicts, driveways, etc.; 50 mph SB should be moved back out to before town (Southbound)                                     |
| 4.01      | 621       | Prohibit passing in SB direction - insufficient sight distance for 1/4 mile to the South (Southbound)  |
| 7.19      | 619       | Prohibit passing in SB direction - insufficient sight distance for 1/2 mile to the South (Southbound)  |
| 8.11      | 617       | Install intersection warning signs here; prohibit passing in SB direction - insufficient sight distance (Southbound)   |
| 9.3       | 616       | Cluster of crashes on curve; install chevrons on curve; verify passing sight distance in EB direction (Southbound)   |
| 10.42     | 615       | Side road intersection needs advance warning (Southbound)  |
| 12.18     | 613       | Cluster of crashes on curve; install chevrons on curve (Southbound)  |
| 13.42     | 612       | Insufficient passing sight distance for NB direction; no-pass zone needs to be extended 1/2 mile – PHOTO 4 (Southbound)  |

## Priority 2 Recommendations

Widening of the facility is recommended at several locations to address the addition of passing lanes and narrow shoulders. These issues are discussed in Table 22.

**Table 22 SR-59 Priority 2 Widening**

| Mile Post | Way-Point | Description   |
|-----------|-----------|---|
| 16.83     | 609       | Passing lane dropped in SB direction; 1' shoulder width; 12' lanes; clear zone could be widened (Southbound)  |
| 17.05     | 608       | 12'-15' of clear zone in SB direction; needs to be widened (Southbound)   |
| 17.34     | 607       | Passing lane added for SB direction (Southbound)  |
| 17.83     | 606       | Passing lane in SB direction dropped, but should be extended an additional ½ mile (Southbound)  |
| 19.52     | 605       | Passing lane added for SB direction; 12' lanes; 2' shoulders; side slopes are flatter and recoverable beginning here (Southbound)   |
| 20.25     | 604       | Narrow pinch points with no existing clear zone (2:1 side slopes, 1' shoulder); very large hazards need protection (Southbound)   |
| 21.95     | 603       | Narrow shoulders, (1' wide) 2-12' lanes; clear zone is 2'-3' wide at bottom of hill; guardrail existing higher up on hill. Guardrail in decent condition; but has areas with no support behind posts – PHOTO 1 (Southbound) |

## Priority 3 Recommendations

Geometry improvements are discussed in Table 23. These improvements include adding turn lanes and the addition of a two-way-left-turn-lane (TWLTL).

**Table 23 SR-59 Priority 3 Geometry**

| Mile Post | Way-Point | Description   |
|-----------|-----------|---|
| 0.64      | 623       | Begin TWLTL here to MP 0.27 (Southbound)  |
| 5.41      | 620       | Extend turning/passing lanes to south MP 4.5; numerous driveway/side road accesses through this area; many conflict points (Southbound)   |
| 8.72      | 618       | Cluster of crashes at this intersection; add left & right turning lanes for this intersection (Southbound)  |
| 22.02     | 601       | Consider adding turning lanes at intersection of 100 East/100 South (SR-59); turning traffic on SR-59 stops in through lanes with limited sight distance. Cluster of intersection-related crashes here – PHOTO 3 (Southbound) |
| 22.05     | 602       | Add turning lanes at intersection on Main Street/100 South (SR-59); heavy traffic use – PHOTO 2 (Southbound)  |

## **Summary and Conclusions**

Many of the crashes within this corridor appear to be related to driver behavior. However, a number of improvements could be made to reduce the severity of the crashes on all three facilities discussed in this report.

The three roadways all have recommended improvements. Some common problems among the roadways are narrow shoulders, culvert ends in the clear zone, inadequate warning and advisory speed signs, curve delineation, short guardrails, lack of sight distance, and some geometric issues. Rumble strips are recommended for all three roadways in addition to improvements addressing these issues listed above.

## Appendix A Photographs

Photo #1



Photo #2



Photo #3



Photo #4



Photo #5



Photo #6



Photo #7



Photo #8



Photo #9



Photo #10



Photo #11



Photo #12



Photo #13

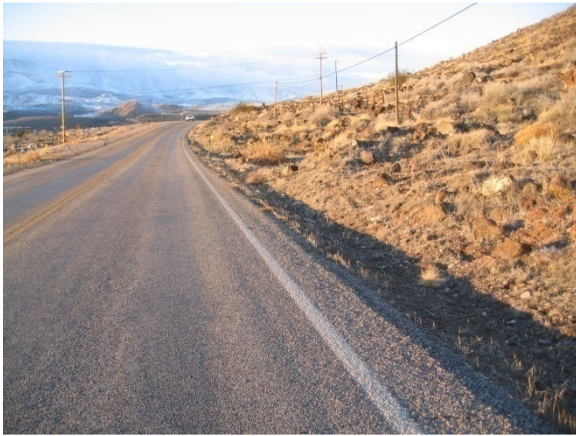


Photo #14



Photo #15



Photo #16



Photo #17



Photo #18

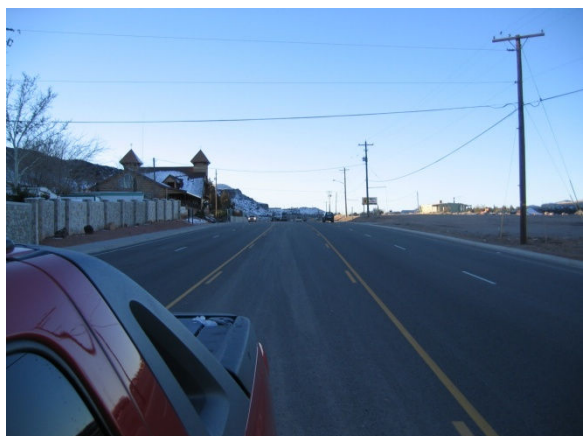


Photo #19



Photo #20



Photo #21



Photo #22



Photo #23



Photo #24



Photo #25



Photo #26



Photo #27



Photo #28



Photo #29



Photo #30



## Appendix B Crash History

# State Route 9

# UTAH DEPARTMENT OF TRANSPORTATION

## Operational Safety Report

State Route      9      Length      22.7  
Milepoint      11      to      33.7

| Year | Number of<br>Accidents | Rate | Fatal<br>Accidents | Fatal<br>Rate | Fatalitys<br>Rate | ADT  | Severity |
|------|------------------------|------|--------------------|---------------|-------------------|------|----------|
| 2005 | 21                     | 0.60 | 0                  | 0.00          | 0                 | 4190 | 1.86     |
| 2004 | 20                     | 0.58 | 1                  | 2.88          | 1                 | 4190 | 2.00     |
| 2003 | 37                     | 1.07 | 0                  | 0.00          | 0                 | 4190 | 2.27     |
| 2002 | 36                     | 1.04 | 0                  | 0.00          | 0                 | 4190 | 1.86     |

### Accidents Totals and Averages

|             |      |                   |          |      |
|-------------|------|-------------------|----------|------|
| Total Acc   | 114  | Average Acc       | Expected |      |
| Average ADT | 4190 | Average Severity  | 28.50    |      |
|             |      | Average Acc. Rate | 2.00     | 1.70 |
|             |      |                   | 0.75     | 1.46 |

# SR-9 Accident History

2002 to 2004

Milepoint 11.00 to 33.7

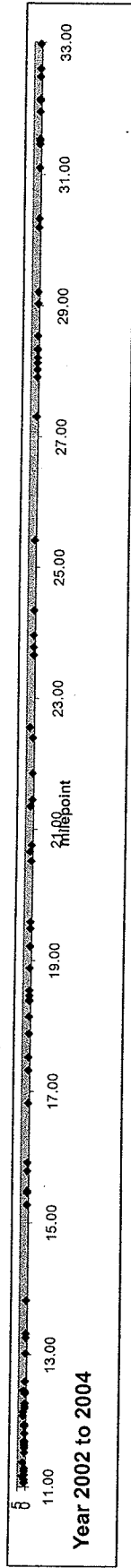
| New      | Collision Type |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    | Grand Total |
|----------|----------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|-------------|
| Milepost | 1              | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 11 | 12 | 14 | 17 | 21 | 22 | 26 |             |
| 11.06    |                |   | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 11.11    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 11.16    |                |   | 2 |   |   |   |   |   |   |    |    |    |    |    |    |    | 2           |
| 11.18    |                |   |   | 1 |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 11.23    |                |   | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 11.24    |                |   | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 11.28    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 11.37    |                |   | 2 |   |   |   |   |   |   |    |    |    |    |    |    |    | 2           |
| 11.52    |                |   |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    | 1           |
| 11.59    |                |   |   |   |   |   |   |   |   |    |    |    |    |    |    | 1  | 1           |
| 11.63    |                |   |   |   |   |   | 1 |   |   |    |    |    |    |    |    |    | 1           |
| 11.64    |                |   | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 11.67    |                |   | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 11.68    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 11.69    |                |   |   |   |   |   |   | 1 |   |    |    |    |    |    |    |    | 1           |
| 11.81    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 11.92    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 11.94    |                |   |   |   |   |   |   |   |   |    |    | 1  |    |    |    |    | 1           |
| 12.07    |                |   |   |   |   |   |   |   | 2 |    |    |    |    |    |    |    | 2           |
| 12.13    |                |   |   |   |   |   | 1 |   |   |    |    | 1  |    |    |    |    | 2           |
| 12.19    |                |   | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 12.22    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 12.26    |                |   |   |   |   |   |   |   |   |    |    | 1  |    |    |    |    | 1           |
| 12.41    |                | 1 |   |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 12.44    |                |   | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 12.45    |                | 1 |   |   |   |   |   |   |   |    | 1  |    |    |    |    |    | 2           |
| 12.59    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 13.02    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 13.26    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 13.32    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 13.82    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 15.27    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 15.45    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 15.48    |                |   |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    | 1           |
| 15.78    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 15.91    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 16.82    |                |   | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    | 1           |
| 17.32    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |
| 17.52    |                |   |   |   |   | 1 |   |   |   |    |    |    |    |    |    |    | 1           |
| 17.88    |                |   |   |   |   |   |   |   |   |    |    |    |    | 1  |    |    | 1           |
| 18.14    |                |   |   |   |   |   |   |   |   |    |    |    | 1  |    |    |    | 1           |

|       |   |   |  |   |   |   |   |  |   |   |  |  |   |  |   |  |   |
|-------|---|---|--|---|---|---|---|--|---|---|--|--|---|--|---|--|---|
| 18.38 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 18.39 |   |   |  |   |   |   |   |  |   |   |  |  |   |  | 1 |  | 1 |
| 18.46 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 18.54 |   |   |  |   | 1 |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 18.88 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 19.21 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 19.48 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 19.58 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 20.52 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 20.66 |   |   |  |   |   |   |   |  |   |   |  |  | 2 |  |   |  | 2 |
| 20.76 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 21.35 |   |   |  |   |   |   |   |  |   |   |  |  | 2 |  |   |  | 2 |
| 21.45 |   |   |  |   |   |   |   |  | 1 |   |  |  |   |  |   |  | 1 |
| 21.85 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 22.39 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 22.55 |   |   |  |   |   |   |   |  |   |   |  |  | 3 |  |   |  | 3 |
| 23.65 | 1 |   |  |   |   |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 23.78 |   |   |  |   | 1 |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 23.96 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 24.34 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 25.41 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 27.31 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 27.91 |   |   |  |   | 1 |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 28.03 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 28.13 |   |   |  |   |   | 1 |   |  |   |   |  |  |   |  |   |  | 1 |
| 28.21 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 28.33 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 28.34 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 28.54 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 29.03 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 29.21 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 30.19 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 30.32 |   |   |  | 1 |   |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 31.10 | 1 |   |  |   |   |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 31.46 |   | 1 |  |   |   |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 31.51 |   |   |  |   |   |   |   |  |   | 1 |  |  |   |  |   |  | 1 |
| 31.54 |   |   |  |   | 1 |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 31.95 |   |   |  |   |   |   | 1 |  |   |   |  |  |   |  |   |  | 1 |
| 32.12 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 32.14 |   | 1 |  |   |   |   |   |  |   |   |  |  |   |  |   |  | 1 |
| 32.48 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 32.60 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |
| 32.97 |   |   |  |   |   |   |   |  |   |   |  |  | 1 |  |   |  | 1 |

# SR-9 Accident History

2002 to 2004

Milepoint 11.00 to 33.7

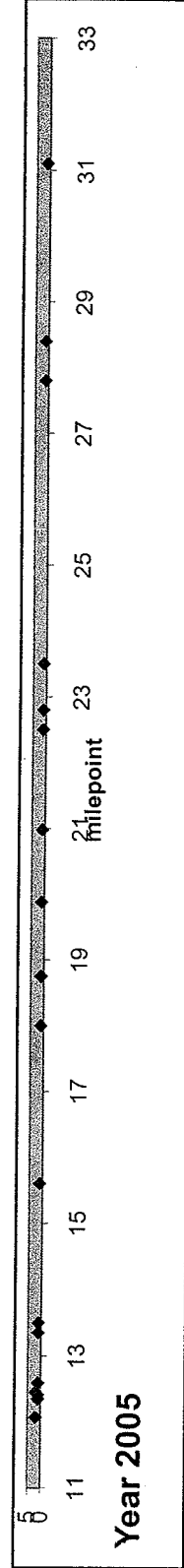


# SR-9 Accident History

Year 2005

Milepoint 11.04 to 32.66

| milepoint | Collision Type |   |   |   |    |    |    |    |  |  |  |  | total |
|-----------|----------------|---|---|---|----|----|----|----|--|--|--|--|-------|
|           | 1              | 2 | 3 | 5 | 11 | 14 | 17 | 26 |  |  |  |  |       |
| 12.07     |                |   |   |   | 1  | 1  |    |    |  |  |  |  | 2     |
| 12.35     |                |   |   |   |    |    |    | 1  |  |  |  |  | 1     |
| 12.41     |                | 1 |   |   |    |    |    |    |  |  |  |  | 1     |
| 12.45     |                | 2 |   |   |    |    |    |    |  |  |  |  | 2     |
| 12.59     |                |   |   |   |    | 1  |    |    |  |  |  |  | 1     |
| 13.35     |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 13.5      |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 15.6      |                |   | 1 |   |    |    |    |    |  |  |  |  | 1     |
| 18        |                |   |   |   |    | 1  |    |    |  |  |  |  | 1     |
| 18.75     |                |   |   | 1 |    |    |    |    |  |  |  |  | 1     |
| 19.88     |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 20.98     |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 22.5      | 1              |   |   |   |    |    |    |    |  |  |  |  | 1     |
| 22.8      |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 23.5      |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 27.8      |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 28.4      |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 31.1      |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
| 33.35     |                |   |   |   |    |    | 1  |    |  |  |  |  | 1     |
|           | 1              | 3 | 1 | 1 | 1  | 3  | 10 | 1  |  |  |  |  | 21    |



U

W e a .  
L i

2

## DYNAMIC QUICKLISTING

Route Number: 0009      Years: 2002 - 2004  
Beginning MP: 11      Ending MP: 33.7

Page 2 of 7

Route Number:0009

Years: 2002 - 2004

Beginning MP:11.1

Ending MP:33.7

| MP    | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident            |       | Vehicle  |       | Coll Road |     | Contrib Circ |        | Driver Fix |     | Surf Ped |       | City |     | County |     | ADT | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>e<br>r<br>g<br>r<br>a<br>d<br>e<br>c<br>s | C<br>b<br>D |     |       |       |       |       |       |    |   |
|-------|----|-----------------------|-------------|---------------------|-------|----------|-------|-----------|-----|--------------|--------|------------|-----|----------|-------|------|-----|--------|-----|-----|--------------------|---|-------------|-----|-------|-------|-------|-------|-------|----|---|
|       |    |                       |             | Year Month Day Time |       | Acc Type |       | Type Dir  |     | One Two      |        | Intent Obj |     | Condi    |       | City |     | County |     |     |                    |   |             |     |       |       |       |       |       |    |   |
|       |    |                       |             | Year                | Month | Day      | Time  | One       | Two | Three        | Number | Type       | Dir | Type     | Condi | One  | Two | Condi  | One | Two | Three              | Number  | Type        | Dir |       |       |       |       |       |    |   |
| 11.48 |    | B                     |             | 2004                | 4     | 15       | 15:30 | 1         | 1   | 4            | 2      | U          | 2   | 07       | S     | 22   |     |        | 02  | 99  | 05                 | B   | 1           |     | 43440 | 53    | 10805 | 12230 | 02    | 1  |   |
| 11.55 |    |                       |             | 2003                | 7     | 10       | 10:00 | 1         | 1   | 1            | 2      | U          | 1   | 07       | N     | 26   | 3   |        | 00  | 99  | 03                 | 9   | 1           |     | 43440 | 53    | 10805 | 21905 | 02    | 1  |   |
| 11.55 |    |                       |             | 2003                | 7     | 10       | 10:00 | 1         | 1   | 1            | 2      | U          | 2   | 02       | W     | 26   | 3   |        | 99  | 99  | 11                 | 9   | 1           |     | 43440 | 53    | 10805 | 21905 | 02    | 1  |   |
| 11.59 |    |                       |             | 2004                | 7     | 6        | 08:59 | 1         | 1   | 1            | 2      | U          | 1   | 02       | S     | 07   |     |        | 02  | 99  | 07                 | 9   | 1           |     | 43440 | 53    | 10805 | 22083 | 02    | 1  |   |
| 11.59 |    |                       |             | 2004                | 7     | 6        | 08:59 | 1         | 1   | 1            | 2      | U          | 2   | 02       | S     | 07   |     |        | 00  | 99  | 01                 | 9   | 1           |     | 43440 | 53    | 10805 | 22083 | 02    | 1  |   |
| 11.60 | A  |                       |             | 2004                | 11    | 1        | 15:15 | 1         | 1   | 1            | 2      | U          | 1   | 07       | N     | 03   | 6   |        | 00  | 99  | 10                 | E   | 1           |     | 43440 | 53    | 10805 | 37061 | 02    | 1  |   |
| 11.60 | A  |                       |             | 2004                | 11    | 1        | 15:15 | 1         | 1   | 1            | 2      | U          | 2   | 02       | N     | 03   | 6   |        | 00  | 99  | 10                 | E   | 1           |     | 43440 | 53    | 10805 | 37061 | 02    | 1  |   |
| 11.60 | A  |                       |             | 2004                | 11    | 1        | 15:15 | 1         | 1   | 1            | 2      | U          | 3   | 02       | N     | 03   | 6   |        | 99  | 99  | 01                 | E   | 1           |     | 43440 | 53    | 10805 | 37061 | 02    | 1  |   |
| 11.63 |    |                       |             | 2002                | 10    | 31       | 17:34 | 5         | 5   | 1            | 2      | U          | 1   | 07       | S     | 03   | 6   |        | 16  | 06  | 01                 | 2   | 1           |     | 43440 | 53    | 10785 | 46110 | 02    | 1  |   |
| 11.63 |    |                       |             | 2002                | 10    | 31       | 17:34 | 5         | 5   | 1            | 2      | U          | 2   | 02       | S     | 03   | 6   |        | 00  |     | 01                 | 2   | 1           |     | 43440 | 53    | 10785 | 46110 | 02    | 1  |   |
| 11.64 |    |                       |             | 2002                | 2     | 2        | 20:53 | 4         | 1   | 1            | D      | U          | 1   | 07       | N     | 17   | 4   |        | 00  | 99  | 01                 | N   | 9           | 1   |       | 43440 | 53    | 10785 | 07264 | 02 | 1 |
| 11.65 | A  |                       |             | 2004                | 10    | 18       | 12:14 | 1         | 1   | 1            | 2      | U          | 1   | 02       | S     | 08   | 7   |        | 99  | 99  | 01                 | E   | 1           |     | 43440 | 53    | 10805 | 34994 | 02    | 1  |   |
| 11.65 | A  |                       |             | 2004                | 10    | 18       | 12:14 | 1         | 1   | 1            | 2      | U          | 2   | 02       | S     | 08   | 7   |        | 99  | 99  | 03                 | E   | 1           |     | 43440 | 53    | 10805 | 34994 | 02    | 1  |   |
| 11.77 | A  |                       |             | 2002                | 1     | 30       | 21:10 | 4         | 1   | 1            | A      | U          | 1   | 02       | N     | 17   |     |        | 29  | 99  | 01                 | 9   | 1           |     | 43440 | 53    | 10785 | 05496 | 02    | 1  |   |
| 11.88 |    |                       |             | 2002                | 4     | 20       | 14:00 | 1         | 8   | 4            | 1      | U          | 1   | 07       | S     | 17   |     |        | 00  | 99  | 01                 | B   | 1           | 05  | 43440 | 53    | 10785 | 17330 | 02    | 1  |   |
| 11.88 |    |                       |             | 2002                | 4     | 20       | 14:00 | 1         | 8   | 4            | 1      | U          | 1   | 07       | S     | 17   |     |        | 00  | 99  | 01                 | B   | 1           |     | 43440 | 53    | 10785 | 17330 | 02    | 1  |   |
| 11.90 |    |                       |             | 2004                | 9     | 13       | 15:00 | 1         | 1   | 1            | 2      | U          | 1   | 43       | W     | 14   |     |        | 51  | 99  | 04                 | B   | 1           |     | 43440 | 53    | 10805 | 30236 | 02    | 1  |   |
| 11.90 |    |                       |             | 2004                | 9     | 13       | 15:00 | 1         | 1   | 1            | 2      | U          | 2   | 02       | N     | 14   |     |        | 99  | 99  | 01                 | B   | 1           |     | 43440 | 53    | 10805 | 30236 | 02    | 1  |   |
| 12.03 | A  |                       |             | 2003                | 3     | 17       | 15:30 | 1         | 2   | 1            | 2      | U          | 1   | 07       | W     | 11   |     |        | 05  | 99  | 08                 | 5   | 2           |     | 43440 | 53    | 10805 | 07914 | 02    | 1  |   |
| 12.03 | A  |                       |             | 2003                | 3     | 17       | 15:30 | 1         | 2   | 1            | 2      | U          | 2   | 02       | N     | 11   |     |        | 99  | 99  | 02                 | 5   | 2           |     | 43440 | 53    | 10805 | 07914 | 02    | 1  |   |
| 12.03 | A  |                       |             | 2003                | 9     | 23       | 19:00 | 1         | 1   | 3            | 2      | 6          | R   | 1        | 07    | E    | 11  |        | 02  | 16  | 01                 | 5   | 1           |     | 43440 | 53    | 10805 | 30902 | 02    | 1  |   |
| 12.03 | A  |                       |             | 2003                | 9     | 23       | 19:00 | 1         | 1   | 3            | 2      | 6          | R   | 2        | 02    | N    | 11  |        | 00  | 00  | 01                 | D   | 5           | 1   |       | 43440 | 53    | 10805 | 30902 | 02 | 1 |
| 12.09 |    |                       |             | 2002                | 3     | 30       | 11:00 | 1         | 1   | 1            | 2      | U          | 1   | 07       | S     | 07   |     |        | 16  | 99  | 08                 | B   | 1           |     | 43440 | 53    | 10785 | 14094 | 02    | 1  |   |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0009  
Beginning MP: 11  
Ending MP: 33.7

Years: 2002 - 2004

Page 3 of 7

| MP    | Inter<br>sect<br>Type | Ramp<br>Num | Accident |       | g<br>h<br>t | r<br>i<br>t | Year | Month | Day | Time | Vehicle |      |      | Acc Type | Contrib Circ |      |     | Coll Road<br>Type | Dir | One Two<br>Cond | Driver Fix<br>Intent | Obj   | cntrl | Surf  | Ped<br>Cond | City  | County | ADT | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>e<br>r<br>c<br>s |     |     |      |
|-------|-----------------------|-------------|----------|-------|-------------|-------------|------|-------|-----|------|---------|------|------|----------|--------------|------|-----|-------------------|-----|-----------------|----------------------|-------|-------|-------|-------------|-------|--------|-----|--------------------|--|-----|-----|------|
|       |                       |             | Year     | Month |             |             |      |       |     |      | Day     | Time | Type |          | Number       | Type | Dir |                   |     |                 |                      |       |       |       |             |       |        |     |                    |  | One | Two | Cond |
|       |                       |             |          |       |             |             |      |       |     |      |         |      |      |          |              |      |     |                   |     |                 |                      |       |       |       |             |       |        |     |                    |  |     |     |      |
| 12.09 |                       |             | 2002     | 3     | 30          | 11:00       | 1    | 1     | 1   | 2    | 2       | 02   | S    | 07       | 00           | 99   | 01  | B                 | 1   | 43440           | 53                   | 10785 | 14094 | 02    | 1           |       |        |     |                    |  |     |     |      |
| 12.09 |                       |             | 2004     | 7     | 14          | 16:20       | 1    | 1     | 3   | 2    | 1       | 02   | E    | 14       | 16           | 02   | 04  | 9                 | 1   | 43440           | 53                   | 10805 | 23065 | 02    | 1           |       |        |     |                    |  |     |     |      |
| 12.09 |                       |             | 2004     | 7     | 14          | 16:20       | 1    | 1     | 3   | 2    | 2       | 02   | S    | 14       | 99           | 99   | 01  | 9                 | 1   | 43440           | 53                   | 10805 | 23065 | 02    | 1           |       |        |     |                    |  |     |     |      |
| 12.15 | B                     |             | 2002     | 2     | 2           | 12:30       | 1    | 1     | 1   | 2    | 1       | 13   | N    | 03       | 1            | 02   | 99  | 01                | 5   | 1               | 43440                | 53    | 10785 | 05576 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.15 | B                     |             | 2002     | 2     | 2           | 12:30       | 1    | 1     | 1   | 2    | 2       | 13   | N    | 03       | 1            | 08   | 99  | 01                | 5   | 1               | 43440                | 53    | 10785 | 05576 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.18 |                       |             | 2003     | 3     | 24          | 15:40       | 1    | 8     | 3   | 4    | 1       | 02   | N    | 17       | 00           | 99   | 01  | 9                 | 1   | 21              | 43440                | 53    | 10805 | 08578 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.18 |                       |             | 2003     | 3     | 24          | 15:40       | 1    | 8     | 3   | 4    | 1       | 02   | N    | 17       | 00           | 99   | 01  | 9                 | 1   | 43440           | 53                   | 10805 | 08578 | 02    | 1           |       |        |     |                    |  |     |     |      |
| 12.22 | B                     |             | 2003     | 2     | 17          | 19:12       | 3    | 1     | 2   | 2    | 1       | 07   | E    | 14       | 4            | 16   | 99  | 04                | B   | 1               | 43440                | 53    | 10805 | 04966 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.22 | B                     |             | 2003     | 2     | 17          | 19:12       | 3    | 1     | 2   | 2    | 2       | 02   | S    | 14       | 4            | 00   | 99  | 01                | B   | 1               | 43440                | 53    | 10805 | 04966 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.37 |                       |             | 2003     | 8     | 8           | 15:45       | 1    | 1     | 2   | 2    | 1       | 02   | N    | 02       | 9            | 16   | 02  | 04                | 9   | 1               | 43440                | 53    | 10805 | 25914 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.37 |                       |             | 2003     | 8     | 8           | 15:45       | 1    | 1     | 2   | 2    | 2       | 02   | S    | 02       | 9            | 00   | 99  | 01                | 9   | 1               | 43440                | 53    | 10805 | 25914 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.40 | A                     |             | 2003     | 7     | 19          | 10:30       | 1    | 1     | 1   | 2    | 6       | 1    | 02   | N        | 03           | 00   | 99  | 01                | 3   | 1               | 43440                | 53    | 10805 | 24142 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.40 | A                     |             | 2003     | 7     | 19          | 10:30       | 1    | 1     | 1   | 2    | 6       | 2    | 02   | N        | 03           | 07   | 13  | 01                | H   | 3               | 1                    | 43440 | 53    | 10805 | 24142       | 02    | 1      |     |                    |  |     |     |      |
| 12.41 | A                     |             | 2003     | 3     | 28          | 17:50       | 1    | 1     | 2   | 2    | 1       | 02   | S    | 02       | 02           | 56   | 01  | 3                 | 1   | 43440           | 53                   | 10805 | 09105 | 02    | 1           |       |        |     |                    |  |     |     |      |
| 12.41 | A                     |             | 2003     | 3     | 28          | 17:50       | 1    | 1     | 2   | 2    | 2       | 02   | N    | 02       | 99           | 99   | 04  | 3                 | 1   | 43440           | 53                   | 10805 | 09105 | 02    | 1           |       |        |     |                    |  |     |     |      |
| 12.41 | B                     |             | 2004     | 5     | 23          | 07:00       | 1    | 1     | 1   | 2    | 1       | 02   | S    | 12       | 00           | 99   | 01  | 3                 | 1   | 43440           | 53                   | 10805 | 16728 | 02    | 1           |       |        |     |                    |  |     |     |      |
| 12.41 | B                     |             | 2004     | 5     | 23          | 07:00       | 1    | 1     | 1   | 2    | 2       | 02   | E    | 12       | 05           | 02   | 03  | 3                 | 1   | 43440           | 53                   | 10805 | 16728 | 02    | 1           |       |        |     |                    |  |     |     |      |
| 12.55 |                       |             | 2004     | 6     | 8           | 05:30       | 3    | 1     | 1   | 7    | 1       | 02   | N    | 17       | 18           | 99   | 01  | T                 | B   | 1               | 43440                | 53    | 4200  | 18446 | 02          | 1     |        |     |                    |  |     |     |      |
| 12.97 |                       |             | 2004     | 1     | 19          | 22:30       | 3    | 1     | 1   | R    | 6       | 1    | 02   | S        | 17           | 00   | 99  | 01                | I   | 1               | 43440                | 53    | 4200  | 02645 | 02          | 1     |        |     |                    |  |     |     |      |
| 13.21 |                       |             | 2003     | 12    | 5           | 19:53       | 3    | 1     | 3   | A    | U       | 1    | 07   | E        | 17           | 00   | 99  | 01                | 9   | 1               | 43440                | 53    | 3690  | 39778 | 02          | 1     |        |     |                    |  |     |     |      |
| 13.27 |                       |             | 2002     | 4     | 12          | 09:00       | 1    | 2     | 1   | L    | 6       | 1    | 07   | E        | 17           | 9    | 00  | 24                | 01  | L               | 8                    | 2     | 43440 | 53    | 3650        | 15386 | 02     | 1   |                    |  |     |     |      |
| 13.77 |                       |             | 2002     | 11    | 22          | 18:10       | 3    | 1     | 3   | A    | R       | 6    | 1    | 07       | W            | 17   | 24  | 01                | A   | 9               | 1                    | 43440 | 53    | 3650  | 47726       | 02    | 1      |     |                    |  |     |     |      |
| 15.22 |                       |             | 2003     | 12    | 31          | 01:02       | 3    | 1     | 4   | R    | 6       | 8    | 1    | 07       | W            | 17   | 12  | 99                | 01  | A               | 9                    | 2     | 43440 | 53    | 3690        | 43160 | 02     | 1   |                    |  |     |     |      |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0009  
Beginning MP: 11  
Ending MP: 33.7

Years: 2002 - 2004

Page 4 of 7

| MP    | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |       | Year | Month | Day | Time | Acc Type |     |      | Vehicle |      | Coll Road |      | Contrib Circ |     | Driver Fix<br>Intent | Obj | Traffic<br>cntrl | Surf<br>Cond | Ped | City  | County | ADT  | Acc<br>Ctrl<br>Num | F<br>I<br>u<br>a<br>n<br>s<br>r<br>g<br>c<br>s | R<br>e<br>u<br>s<br>r<br>g<br>c<br>s |     |
|-------|----|-----------------------|-------------|----------|-------|------|-------|-----|------|----------|-----|------|---------|------|-----------|------|--------------|-----|----------------------|-----|------------------|--------------|-----|-------|--------|------|--------------------|--|--------------------------------------|-----|
|       |    |                       |             | Year     | Month |      |       |     |      | Type     | Dir | Type | Number  | Type | Dir       | Type | Cond         | One |                      |     |                  |              |     |       |        |      |                    |  |                                      | Two |
|       |    |                       |             |          |       |      |       |     |      |          |     |      |         |      |           |      |              |     |                      |     |                  |              |     |       |        |      |                    |  |                                      |     |
| 15.40 |    |                       |             | 2003     | 7     | 2    | 18:00 | 1   | 1    | 4        | 8   | U    | 1       | 07   | W         | 17   | 3            | 26  | 99                   | 01  | T                | 9            | 1   | 43440 | 53     | 3690 | 21757              | 02   | 1                                    |     |
| 15.43 |    |                       |             | 2003     | 10    | 30   | 12:59 | 1   | 1    | 4        | 2   | U    | 1       | 07   | W         | 22   | 08           | 99  | 05                   | B   | 1                |              |     | 43440 | 53     | 3690 | 84311              | 02   | 1                                    |     |
| 15.43 |    |                       |             | 2003     | 10    | 30   | 12:59 | 1   | 1    | 4        | 2   | U    | 2       | 02   | W         | 22   | 99           | 19  | 01                   | B   | 1                |              |     | 43440 | 53     | 3690 | 84311              | 02   | 1                                    |     |
| 15.73 |    |                       |             | 2003     | 3     | 21   | 08:00 | 1   | 1    | 1        | A   | U    | 1       | 07   | W         | 17   | 00           | 99  | 01                   | B   | 1                |              |     | 43440 | 53     | 3690 | 97077              | 02   | 1                                    |     |
| 16.76 |    |                       |             | 2002     | 5     | 25   | 19:10 | 1   | 1    | 1        | 2   | U    | 1       | 07   | E         | 03   | 00           | 99  | 06                   | 9   | 1                |              |     | 00000 | 53     | 3650 | 23142              | 02   | 1                                    |     |
| 16.76 |    |                       |             | 2002     | 5     | 25   | 19:10 | 1   | 1    | 1        | 2   | U    | 2       | 07   | E         | 03   | 08           | 99  | 01                   | 9   | 1                |              |     | 00000 | 53     | 3650 | 23142              | 02   | 1                                    |     |
| 17.26 |    |                       |             | 2003     | 7     | 24   | 17:45 | 1   | 9    | 1        | 7   | U    | 1       | 07   | E         | 17   | 44           | 41  | 01                   | 3   | 2                |              |     | 80530 | 53     | 3650 | 23255              | 02   | 1                                    |     |
| 17.26 |    |                       |             | 2003     | 7     | 24   | 17:45 | 1   | 9    | 1        | 7   | U    | 2       | 07   | W         | 17   | 99           | 99  | 01                   | T   | 3                | 2            |     |       | 80530  | 53   | 3650               | 23255  | 02                                   | 1   |
| 17.46 |    |                       |             | 2003     | 12    | 24   | 18:37 | 3   | 1    | 1        | 2   | U    | 1       | 07   | W         | 06   | 00           | 99  | 01                   | 9   | 1                |              |     | 80530 | 53     | 3650 | 42682              | 02   | 1                                    |     |
| 17.46 |    |                       |             | 2003     | 12    | 24   | 18:37 | 3   | 1    | 1        | 2   | U    | 2       | 40   | E         | 06   | 99           | 99  | 01                   | 9   | 1                |              |     | 80530 | 53     | 3650 | 42682              | 02   | 1                                    |     |
| 17.82 | A  |                       |             | 2004     | 1     | 30   | 15:45 | 1   | 1    | 2        | 2   | U    | 1       | 07   | W         | 21   | 01           | 08  | 04                   | 9   | 1                |              |     | 80530 | 53     | 3650 | 03237              | 02   | 1                                    |     |
| 17.82 | A  |                       |             | 2004     | 1     | 30   | 15:45 | 1   | 1    | 2        | 2   | U    | 2       | 02   | N         | 21   | 99           | 99  | 04                   | 9   | 1                |              |     | 80530 | 53     | 3650 | 03237              | 02   | 1                                    |     |
| 18.08 |    |                       |             | 2003     | 8     | 30   | 17:00 | 1   | 8    | 3        | R   | L    | 8       | 1    | 02        | W    | 17           | 16  | 99                   | 01  | B                | 1            |     |       | 80530  | 53   | 3650               | 89073  | 02                                   | 1   |
| 18.32 |    |                       |             | 2002     | 10    | 8    | 09:15 | 1   | 1    | 2        | L   | 8    | 1       | 07   | E         | 17   | 12           | 18  | 01                   | B   | 1                |              |     | 80530 | 53     | 3650 | 96551              | 02   | 1                                    |     |
| 18.33 |    |                       |             | 2003     | 1     | 3    | 10:50 | 1   | 1    | 2        | 2   | U    | 1       | 02   | E         | 22   | 08           | 02  | 05                   | B   | 1                |              |     | 80530 | 53     | 3650 | 99957              | 02   | 1                                    |     |
| 18.33 |    |                       |             | 2003     | 1     | 3    | 10:50 | 1   | 1    | 2        | 2   | U    | 2       | 02   | E         | 22   | 00           | 99  | 01                   | B   | 1                |              |     | 80530 | 53     | 3650 | 99957              | 02   | 1                                    |     |
| 18.40 | A  |                       |             | 2002     | 1     | 30   | 06:00 | 4   | 1    | 1        | L   | 6    | 1       | 02   | E         | 17   | 01           | 99  | 03                   | P   | 5                | 1            |     |       | 80530  | 53   | 3650               | 08054  | 02                                   | 1   |
| 18.48 |    |                       |             | 2002     | 4     | 14   | 16:15 | 1   | 1    | 2        | 2   | U    | 1       | 02   | E         | 05   | 00           | 99  | 04                   | 9   | 1                |              |     | 80530 | 53     | 3650 | 16700              | 02   | 1                                    |     |
| 18.48 |    |                       |             | 2002     | 4     | 14   | 16:15 | 1   | 1    | 2        | 2   | U    | 2       | 02   | E         | 05   | 07           | 99  | 01                   | 9   | 1                |              |     | 80530 | 53     | 3650 | 16700              | 02   | 1                                    |     |
| 18.48 |    |                       |             | 2002     | 4     | 14   | 16:15 | 1   | 1    | 2        | 2   | U    | 3       | 07   | W         | 05   | 00           | 99  | 11                   | 9   | 1                |              |     | 80530 | 53     | 3650 | 16700              | 02   | 1                                    |     |
| 18.82 |    |                       |             | 2002     | 11    | 16   | 04:55 | 3   | 1    | 3        | R   | 8    | 6       | 1    | 07        | E    | 17           | 12  | 01                   | L   | B                | 1            |     |       | 80530  | 53   | 3650               | 47493  | 02                                   | 1   |
| 19.15 |    |                       |             | 2002     | 9     | 9    | 20:49 | 3   | 1    | 4        | D   | 8    | 1       | 02   | E         | 17   | 00           |     | 01                   | N   | B                | 1            |     |       | 00000  | 53   | 3560               | 38242  | 02                                   | 1   |
| 19.15 |    |                       |             | 2002     | 9     | 9    | 20:49 | 3   | 1    | 4        | D   | 8    | 2       | 02   | W         | 17   | 00           |     | 01                   | N   | B                | 1            |     |       | 00000  | 53   | 3560               | 38242  | 02                                   | 1   |



| MP    | KP | Type | Num | Year | Month | Day | Time  | t | e | Three |     |     |   | Type | Dir | Type | One Two |    | Conc | Driver Fix |    |    |       | Surf  | Ped  | City  | County | ADT | Num | u | a | s | u | g | r |
|-------|----|------|-----|------|-------|-----|-------|---|---|-------|-----|-----|---|------|-----|------|---------|----|------|------------|----|----|-------|-------|------|-------|--------|-----|-----|---|---|---|---|---|---|
|       |    |      |     |      |       |     |       |   |   | Y     | One | Two | R |      |     |      | L       | A  |      | W          | 17 | 04 | 41    |       |      |       |        |     |     |   |   |   |   |   |   |
| 24.26 |    |      |     | 2003 | 11    | 22  | 14:49 | 1 | 1 | 1     | 1   | 1   | 1 | 02   | W   | 17   | 04      | 41 | 02   |            | B  | 1  |       | 00000 | 53   | 3600  | 38117  | 02  |     |   |   |   | 1 |   |   |
| 25.33 |    |      |     | 2002 | 3     | 12  | 20:00 | 3 | 1 | 1     | 5   | U   | 1 | 02   | W   | 17   | 4       | 00 | 99   | 01         | M  | 9  | 1     | 64570 | 53   | 3602  | 12277  | 02  |     |   |   |   | 1 |   |   |
| 27.22 |    |      |     | 2002 | 7     | 19  | 18:53 | 1 | 1 | 4     | R   | 6   | 1 | 07   | E   | 17   | 28      |    | 01   | L          | A  | 1  |       | 64570 | 53   | 3602  | 30876  | 02  |     |   |   |   | 1 |   |   |
| 27.82 |    |      |     | 2002 | 1     | 26  | 14:30 | 1 | 1 | 1     | 2   | U   | 1 | 02   | E   | 05   | 07      | 99 | 01   |            | B  | 1  |       | 64570 | 53   | 3602  | 04646  | 02  |     |   |   |   | 1 |   |   |
| 27.82 |    |      |     | 2002 | 1     | 26  | 14:30 | 1 | 1 | 1     | 2   | U   | 2 | 02   | E   | 05   | 00      | 99 | 04   |            | B  | 1  |       | 64570 | 53   | 3602  | 04646  | 02  |     |   |   |   | 1 |   |   |
| 27.94 |    |      |     | 2003 | 5     | 18  | 09:00 | 1 | 1 | 4     | L   | 8   | 1 | 07   | E   | 17   | 12      | 18 | 01   |            | B  | 1  |       | 64570 | 53   | 3640  | 94573  | 02  |     |   |   |   | 1 |   |   |
| 28.04 |    |      |     | 2002 | 6     | 28  | 14:45 | 1 | 1 | 4     | 2   | R   | 6 | 1    | 09  | W    | 06      | 00 | 99   | 01         |    | 9  | 1     | 64570 | 53   | 3602  | 26916  | 02  |     |   |   |   | 1 |   |   |
| 28.04 |    |      |     | 2002 | 6     | 28  | 14:45 | 1 | 1 | 4     | 2   | R   | 6 | 2    | 02  | E    | 06      | 13 | 99   | 01         | I  | 9  | 1     | 64570 | 53   | 3602  | 26916  | 02  |     |   |   |   | 1 |   |   |
| 28.12 |    |      |     | 2002 | 6     | 5   | 15:55 | 1 | 1 | 1     | A   | U   | 1 | 07   | E   | 17   | 29      | 99 | 01   |            | 9  | 1  |       | 64570 | 53   | 3602  | 23345  | 02  |     |   |   |   | 1 |   |   |
| 28.24 |    |      |     | 2003 | 1     | 9   | 13:50 | 1 | 8 | 1     | R   | 7   | 1 | 02   | E   | 17   | 13      | 99 | 01   | T          | 9  | 1  |       | 64570 | 53   | 3640  | 00375  | 02  |     |   |   |   | 1 |   |   |
| 28.25 |    |      |     | 2004 | 9     | 2   | 07:00 | 4 | 1 | 4     | R   | 6   | 1 | 07   | W   | 17   | 01      | 55 | 01   | L          | B  | 1  |       | 64570 | 53   | 3640  | 31029  | 02  |     |   |   |   | 1 |   |   |
| 28.45 |    |      |     | 2003 | 1     | 10  | 11:00 | 1 | 8 | 4     | R   | 6   | 8 | 1    | 19  | E    | 17      | 01 | 99   | 06         | T  | 9  | 1     | 64570 | 53   | 3640  | 00445  | 02  |     |   |   |   | 1 |   |   |
| 28.94 |    |      |     | 2003 | 7     | 19  | 17:15 | 1 | 1 | 3     | R   | 6   | 1 | 07   | W   | 17   | 12      | 99 | 01   | J          | 9  | 1  | 00000 | 53    | 3602 | 22661 | 02     |     |     |   |   | 1 |   |   |   |
| 29.12 |    |      |     | 2002 | 6     | 19  | 14:00 | 1 | 1 | 1     | R   | 6   | 1 | 07   | E   | 17   | 13      | 99 | 01   | S          | 9  | 1  | 00000 | 53    | 3602 | 26216 | 02     |     |     |   |   | 1 |   |   |   |
| 30.10 |    |      |     | 2003 | 8     | 24  | 21:30 | 3 | 8 | 1     | 5   | U   | 1 | 07   | W   | 17   | 00      | 99 | 01   | M          | 9  | 1  | 71840 | 53    | 4018 | 26653 | 02     |     |     |   |   | 1 |   |   |   |
| 30.23 |    |      |     | 2004 | 8     | 19  | 16:11 | 1 | 8 | 1     | 2   | U   | 1 | 02   | E   | 03   | 12      | 07 | 01   |            | B  | 1  |       | 71840 | 53   | 4018  | 75454  | 02  |     |   |   |   | 1 |   |   |
| 30.23 |    |      |     | 2004 | 8     | 19  | 16:11 | 1 | 8 | 1     | 2   | U   | 2 | 07   | E   | 03   | 00      | 00 | 01   |            | B  | 1  |       | 71840 | 53   | 4018  | 75454  | 02  |     |   |   |   | 1 |   |   |
| 31.00 |    |      |     | 2003 | 6     | 24  | 15:55 | 1 | 1 | 3     | L   | 2   | 1 | 02   | W   | 01   | 03      | 99 | 01   |            | 9  | 1  | 71840 | 53    | 4018 | 19413 | 02     |     |     |   |   | 1 |   |   |   |
| 31.00 |    |      |     | 2003 | 6     | 24  | 15:55 | 1 | 1 | 3     | L   | 2   | 2 | 07   | E   | 01   | 00      | 99 | 01   |            | 9  | 1  | 71840 | 53    | 4018 | 19413 | 02     |     |     |   |   | 1 |   |   |   |
| 31.36 |    |      |     | 2003 | 10    | 3   | 17:33 | 1 | 1 | 4     | 2   | U   | 1 | 02   | N   | 02   |         | 02 | 99   | 04         | A  | 1  | 71840 | 53    | 4018 | 32141 | 02     |     |     |   |   | 1 |   |   |   |
| 31.36 |    |      |     | 2003 | 10    | 3   | 17:33 | 1 | 1 | 4     | 2   | U   | 2 | 19   | S   | 02   | 00      | 99 | 01   |            | A  | 1  | 71840 | 53    | 4018 | 32141 | 02     |     |     |   |   | 1 |   |   |   |
| 31.41 | E  |      |     | 2003 | 6     | 6   | 17:00 | 1 | 1 | 3     | 2   | U   | 1 | 10   | W   | 11   | 02      | 16 | 08   |            | 5  | 1  | 71840 | 53    | 4018 | 17829 | 02     |     |     |   |   | 1 |   |   |   |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0009  
Beginning MP: 11  
Ending MP: 33.7

Years: 2002 - 2004

Page 7 of 7

| MP    | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |           | g<br>h<br>t | t<br>r<br>a<br>f<br>f<br>i<br>c<br>k<br>e<br>t | Acc Type |     | Vehicle |       | Dir | Coll Road |      | Contrib Circ |      | Driver<br>Intent | Fix<br>Obj | Traffic<br>cntrl | Surf<br>Cond | Ped | City  | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>s<br>u<br>l<br>t<br>s |       |     |   |
|-------|----|-----------------------|-------------|----------|-----------|-------------|--|----------|-----|---------|-------|-----|-----------|------|--------------|------|------------------|------------|------------------|--------------|-----|-------|--------|-------|--------------------|---|-------|-----|---|
|       |    |                       |             | Year     | Month Day |             |  | Time     | One | Two     | Three |     | Number    | Type | Type         | Cond |                  |            |                  |              |     |       |        |       |                    |   | One   | Two |   |
| 31.41 |    | E                     |             | 2003     | 6         | 6           | 17:00  | 1        | 1   | 3       | 2     | U   | 2         | 02   | S            | 11   | 00               | 99         | 11               | 5            | 1   | 71840 | 53     | 4018  | 17829              | 02  | 1     |     |   |
| 31.44 |    | E                     |             | 2003     | 8         | 20          | 18:40  | 1        | 1   | 2       | 2     | U   | 1         | 07   | E            | 05   | 07               | 99         | 01               | 9            | 1   | 71840 | 53     | 4018  | 26092              | 02  | 1     |     |   |
| 31.44 |    | E                     |             | 2003     | 8         | 20          | 18:40  | 1        | 1   | 2       | 2     | U   | 2         | 02   | E            | 05   | 00               | 99         | 04               | 9            | 1   | 71840 | 53     | 4018  | 26092              | 02  | 1     |     |   |
| 31.85 |    |                       |             | 2002     | 5         | 3           | 09:15  | 1        | 1   | 1       | 2     | U   | 1         | 07   | E            | 07   | 00               | 99         | 01               | 9            | 1   | 71840 | 53     | 4018  | 18806              | 02  | 1     |     |   |
| 31.85 |    |                       |             | 2002     | 5         | 3           | 09:15  | 1        | 1   | 1       | 2     | U   | 2         | 02   | E            | 07   | 02               | 99         | 12               | 9            | 1   | 71840 | 53     | 4018  | 18806              | 02  | 1     |     |   |
| 32.02 |    | E                     |             | 2004     | 7         | 16          | 21:15  | 3        | 1   | 1       | 5     | U   | 1         | 02   | E            | 17   | 00               | 99         | 01               | M            | 9   | 1     | 71840  | 53    | 4018               | 23102                                     | 02    | 1   |   |
| 32.04 |    |                       |             | 2002     | 10        | 10          | 19:50  | 4        | 1   | 1       | 2     | U   | 1         | 02   | E            | 02   | 02               |            | 04               | 9            | 1   | 71840 | 53     | 4018  | 42462              | 02  | 1     |     |   |
| 32.04 |    |                       |             | 2002     | 10        | 10          | 19:50  | 4        | 1   | 1       | 2     | U   | 2         | 02   | W            | 02   | 00               |            | 01               | 9            | 1   | 71840 | 53     | 4018  | 42462              | 02  | 1     |     |   |
| 32.38 |    |                       |             | 2003     | 1         | 30          | 18:10  | 3        | 1   | 1       | 5     | U   | 1         | 02   | W            | 17   | 3                | 00         | 99               | 01           | M   | B     | 1      | 71840 | 53                 | 4018                                      | 03233 | 02  | 1 |
| 32.50 |    |                       |             | 2004     | 2         | 16          | 08:50  | 3        | 1   | 1       | 5     | U   | 1         | 02   | E            | 17   | 00               | 99         | 01               | M            | 1   | 1     | 71840  | 53    | 4018               | 96808                                     | 02    | 1   |   |
| 32.87 |    |                       |             | 2002     | 4         | 15          | 11:15  | 1        | 8   | 1       | 5     | U   | 1         | 02   | W            | 17   | 00               | 99         | 01               | M            | B   | 1     | 00000  | 25    | 1895               | 17251                                     | 02    | 1   |   |

| Sum Of Count       | Acc Severity Cd                    |           |           |           |           |          |             |
|--------------------|------------------------------------|-----------|-----------|-----------|-----------|----------|-------------|
| Coll Type Cd       | Coll Desc                          | 1         | 2         | 3         | 4         | 5        | Grand Total |
| 01                 | HEAD ON                            |           |           | 1         |           | 1        | 2           |
| <b>01 Total</b>    |                                    | <b>0</b>  | <b>0</b>  | <b>1</b>  | <b>0</b>  | <b>1</b> | <b>2</b>    |
| 02                 | HEAD ON (LFT)                      | 1         | 2         |           | 1         |          | 4           |
| <b>02 Total</b>    |                                    | <b>1</b>  | <b>2</b>  | <b>0</b>  | <b>1</b>  | <b>0</b> | <b>4</b>    |
| 03                 | REAR END                           | 9         | 2         | 1         | 1         |          | 13          |
| <b>03 Total</b>    |                                    | <b>9</b>  | <b>2</b>  | <b>1</b>  | <b>1</b>  | <b>0</b> | <b>13</b>   |
| 04                 | SAME DIRECTION TURN RIGHT REAR END |           |           |           | 1         |          | 1           |
| <b>04 Total</b>    |                                    | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>1</b>  | <b>0</b> | <b>1</b>    |
| 05                 | SAME DIRECTION TURN LEFT REAREND   | 1         | 2         |           | 1         |          | 4           |
| <b>05 Total</b>    |                                    | <b>1</b>  | <b>2</b>  | <b>0</b>  | <b>1</b>  | <b>0</b> | <b>4</b>    |
| 06                 | SIDE SWIPE (OPP)                   | 1         |           |           | 1         |          | 2           |
| <b>06 Total</b>    |                                    | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>1</b>  | <b>0</b> | <b>2</b>    |
| 07                 | SIDE SWIPE (SAME)                  | 3         |           |           |           |          | 3           |
| <b>07 Total</b>    |                                    | <b>3</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>3</b>    |
| 08                 | SAME DIR (RT)                      | 1         |           |           |           |          | 1           |
| <b>08 Total</b>    |                                    | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>1</b>    |
| 09                 | SAME DIR (1 LFT)                   |           | 1         |           |           |          | 1           |
| <b>09 Total</b>    |                                    | <b>0</b>  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>1</b>    |
| 11                 | ANGLE (2 STR)                      | 1         |           | 2         |           |          | 3           |
| <b>11 Total</b>    |                                    | <b>1</b>  | <b>0</b>  | <b>2</b>  | <b>0</b>  | <b>0</b> | <b>3</b>    |
| 12                 | FROM RT (RT)                       | 1         |           |           |           |          | 1           |
| <b>12 Total</b>    |                                    | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>1</b>    |
| 14                 | FROM RT (LFT)                      | 1         | 1         | 1         |           |          | 3           |
| <b>14 Total</b>    |                                    | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>0</b>  | <b>0</b> | <b>3</b>    |
| 17                 | SINGLE VEHICLE                     | 28        | 3         | 7         | 12        |          | 50          |
| <b>17 Total</b>    |                                    | <b>28</b> | <b>3</b>  | <b>7</b>  | <b>12</b> | <b>0</b> | <b>50</b>   |
| 21                 | ANGLE (2 LFT)                      |           | 1         |           |           |          | 1           |
| <b>21 Total</b>    |                                    | <b>0</b>  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>1</b>    |
| 22                 | UTURN (1 STR)                      |           | 1         |           | 2         |          | 3           |
| <b>22 Total</b>    |                                    | <b>0</b>  | <b>1</b>  | <b>0</b>  | <b>2</b>  | <b>0</b> | <b>3</b>    |
| 26                 | PARKED                             | 1         |           |           |           |          | 1           |
| <b>26 Total</b>    |                                    | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>1</b>    |
| <b>Grand Total</b> |                                    | <b>48</b> | <b>13</b> | <b>12</b> | <b>19</b> | <b>1</b> | <b>93</b>   |

2005 21 3 3 7

**UTAH DEPARTMENT OF TRANSPORTATION**

**Accident Types**

**Route No.** 0009      **Begin Milepoint** 11      **End Milepoint** 33.7

**End Year** 2004      **No. of Years** 3

| <b>Accident Type</b> |                        | <b>Count</b> | <b>Percent</b> |
|----------------------|------------------------|--------------|----------------|
| 1                    | MV-PEDESTRIAN          | 1            | 1.08           |
| 2                    | MV-MV                  | 42           | 45.16          |
| 4                    | MV-BICYCLE             | 1            | 1.08           |
| 5                    | MV-ANIMAL(WILD)        | 11           | 11.83          |
| 7                    | MV-OTHER OBJECT        | 3            | 3.23           |
| 8                    | OVERTURNED IN ROADWAY  | 3            | 3.23           |
| A                    | OTHER NON-COLLISION    | 8            | 8.60           |
| D                    | MV - ANIMAL (DOMESTIC) | 2            | 2.15           |
| L                    | RAN OFF ROAD LEFT      | 5            | 5.38           |
| R                    | RAN OFF ROAD RIGHT     | 17           | 18.28          |
| <b>Total</b>         |                        | <b>93</b>    | <b>100.00</b>  |

UTAH DEPARTMENT OF TRANSPORTATION

Surface Condition

Route No. 0009      Begin Milepoint 11      End Milepoint 33.7

End Year 2004      No. of Years 3

| Surface Condition | Count | Percent |
|-------------------|-------|---------|
| 1 DRY             | 83    | 89.25   |
| 2 WET             | 10    | 10.75   |
| <b>Total</b>      | 93    | 100.00  |

UTAH DEPARTMENT OF TRANSPORTATION

Light Condition

Route No. 0009 Begin Milepoint 11 End Milepoint 33.7

End Year 2004 No. of Years 3

| Light Condition                  | Count     | Percent       |
|----------------------------------|-----------|---------------|
| 1 DAYLIGHT                       | 64        | 68.82         |
| 2 DAWN                           | 1         | 1.08          |
| 3 DARKNESS STREET OR HIGHWAY NOT | 21        | 22.58         |
| 4 DARKNESS STREET OR HIGHWAY LIG | 5         | 5.38          |
| 5 DUSK                           | 2         | 2.15          |
| <b>Total</b>                     | <b>93</b> | <b>100.00</b> |

SR-9

1/3

2002 - 2004

MP 11 to 33.7

Year

| Milepoint | 2002 | 2003 | 2004 | Grand Total |
|-----------|------|------|------|-------------|
| 11.02     | 1    |      |      | 1           |
| 11.07     | 1    |      |      | 1           |
| 11.12     | 2    |      |      | 2           |
| 11.14     |      |      | 1    | 1           |
| 11.19     | 1    |      |      | 1           |
| 11.2      |      | 1    |      | 1           |
| 11.24     |      |      | 1    | 1           |
| 11.33     | 1    | 1    |      | 2           |
| 11.48     |      |      | 1    | 1           |
| 11.55     |      | 1    |      | 1           |
| 11.59     |      |      | 1    | 1           |
| 11.6      |      |      | 1    | 1           |
| 11.63     | 1    |      |      | 1           |
| 11.64     | 1    |      |      | 1           |
| 11.65     |      |      | 1    | 1           |
| 11.77     | 1    |      |      | 1           |
| 11.88     | 1    |      |      | 1           |
| 11.9      |      |      | 1    | 1           |
| 12.03     |      | 2    |      | 2           |
| 12.09     | 1    |      | 1    | 2           |
| 12.15     | 1    |      |      | 1           |
| 12.18     |      | 1    |      | 1           |
| 12.22     |      | 1    |      | 1           |
| 12.37     |      | 1    |      | 1           |
| 12.4      |      | 1    |      | 1           |
| 12.41     |      | 1    | 1    | 2           |
| 12.55     |      |      | 1    | 1           |
| 12.97     |      |      | 1    | 1           |
| 13.21     |      | 1    |      | 1           |
| 13.27     | 1    |      |      | 1           |
| 13.77     | 1    |      |      | 1           |
| 15.22     |      | 1    |      | 1           |
| 15.4      |      | 1    |      | 1           |
| 15.43     |      | 1    |      | 1           |
| 15.73     |      | 1    |      | 1           |
| 15.86     | 1    |      |      | 1           |
| 16.76     | 1    |      |      | 1           |
| 17.26     |      | 1    |      | 1           |

SR-9

2002 to 2004

MP 11 to 33.7

2/3

| Milepoint | 2002 | 2003 | 2004 | Grand Total |
|-----------|------|------|------|-------------|
| 17.46     |      | 1    |      | 1           |
| 17.82     |      |      | 1    | 1           |
| 18.08     |      | 1    |      | 1           |
| 18.32     | 1    |      |      | 1           |
| 18.33     |      | 1    |      | 1           |
| 18.4      | 1    |      |      | 1           |
| 18.48     | 1    |      |      | 1           |
| 18.82     | 1    |      |      | 1           |
| 19.15     | 1    |      |      | 1           |
| 19.42     |      | 1    |      | 1           |
| 19.52     | 1    |      |      | 1           |
| 20.45     |      | 1    |      | 1           |
| 20.59     |      | 1    | 1    | 2           |
| 20.69     | 1    |      |      | 1           |
| 21.28     |      | 1    | 1    | 2           |
| 21.38     |      |      | 1    | 1           |
| 21.78     | 1    |      |      | 1           |
| 22.32     | 1    |      |      | 1           |
| 22.48     |      | 3    |      | 3           |
| 23.58     |      |      | 1    | 1           |
| 23.7      | 1    |      |      | 1           |
| 23.88     | 1    |      |      | 1           |
| 24.26     |      | 1    |      | 1           |
| 25.33     | 1    |      |      | 1           |
| 27.22     | 1    |      |      | 1           |
| 27.82     | 1    |      |      | 1           |
| 27.94     |      | 1    |      | 1           |
| 28.04     | 1    |      |      | 1           |
| 28.12     | 1    |      |      | 1           |
| 28.24     |      | 1    |      | 1           |
| 28.25     |      |      | 1    | 1           |
| 28.45     |      | 1    |      | 1           |
| 28.94     |      | 1    |      | 1           |
| 29.12     | 1    |      |      | 1           |
| 30.1      |      | 1    |      | 1           |
| 30.23     |      |      | 1    | 1           |
| 31        |      | 1    |      | 1           |
| 31.36     |      | 1    |      | 1           |

SR-9

3/3

2002 - 2004

MP 11 to 33.9

| Milepoint   | 2002 | 2003 | 2004 | Grand Total |
|-------------|------|------|------|-------------|
| 31.41       |      | 1    |      | 1           |
| 31.44       |      | 1    |      | 1           |
| 31.85       | 1    |      |      | 1           |
| 32.02       |      |      | 1    | 1           |
| 32.04       | 1    |      |      | 1           |
| 32.38       |      | 1    |      | 1           |
| 32.5        |      |      | 1    | 1           |
| 32.87       | 1    |      |      | 1           |
| Grand Total | 36   | 37   | 20   | 93          |

SR-9

1/3

2002 - 2004

MFTN to 33.7

Coll

| Milepoint | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 11 | 12 | 14 | 17 | 21 | 22 | 26 | Grand Total |
|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| 11.02     |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 11.07     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.12     |    |    | 2  |    |    |    |    |    |    |    |    |    |    |    |    |    | 2           |
| 11.14     |    |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 11.19     |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 11.2      |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 11.24     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.33     |    |    | 2  |    |    |    |    |    |    |    |    |    |    |    |    |    | 2           |
| 11.48     |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    | 1           |
| 11.55     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  | 1           |
| 11.59     |    |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    | 1           |
| 11.6      |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 11.63     |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 11.64     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.65     |    |    |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    | 1           |
| 11.77     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.88     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.9      |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    |    | 1           |
| 12.03     |    |    |    |    |    |    |    |    |    | 2  |    |    |    |    |    |    | 2           |
| 12.09     |    |    |    |    |    |    | 1  |    |    |    |    | 1  |    |    |    |    | 2           |
| 12.15     |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 12.18     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 12.22     |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    |    | 1           |
| 12.37     |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 12.4      |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 12.41     |    | 1  |    |    |    |    |    |    |    |    | 1  |    |    |    |    |    | 2           |
| 12.55     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 12.97     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 13.21     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 13.27     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 13.77     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 15.22     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 15.4      |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 15.43     |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    | 1           |
| 15.73     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 15.86     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 16.76     |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 17.26     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |

mp 11 to 33.7

C. N

[illegible]

SR-9

3/3

2002 - 2004

MP 11 to 33.7

C.11

| Milepoint | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 11 | 12 | 14 | 17 | 21 | 22 | 26 | Grand Total |
|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| 31.41     |    |    |    |    |    |    |    |    |    | 1  |    |    |    |    |    |    | 1           |
| 31.44     |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 31.85     |    |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    | 1           |
| 32.02     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 32.04     |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 32.38     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 32.5      |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 32.87     |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| nd Total  | 2  | 4  | 13 | 1  | 4  | 2  | 3  | 1  | 1  | 3  | 1  | 3  | 50 | 1  | 3  | 1  | 93          |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0009 Years: 2005 - 2005  
Beginning MP: 11 Ending MP: 33.7

Page 1 of 2

| MP    | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |           | g<br>h<br>t | t<br>h<br>e | i<br>t | r | Acc Type |           | Vehicle |     | Coll Road |        | Contrib Circ |     | Driver Fix Traffic Surf Ped |      |       |       | City  | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>r<br>g<br>c<br>s |        |
|-------|----|-----------------------|-------------|----------|-----------|-------------|-------------|--------|---|----------|-----------|---------|-----|-----------|--------|--------------|-----|-----------------------------|------|-------|-------|-------|--------|-------|--------------------|--|--------|
|       |    |                       |             | Year     | Month Day |             |             |        |   | Year     | Month Day | One     | Two | Three     | Number | Type         | Dir | Type                        | Cond | One   | Two   |       |        |       |                    |  | Intent |
| 12.07 | A  |                       |             | 2005     | 7         | 8           | 13:44       | 1      | 1 | 4        | 2         | 1       | 07  | E         | 11     | 02           | 01  | B                           | 1    | 43440 | 53    | 10805 | 20533  | 02    | 1                  |  |        |
| 12.07 | A  |                       |             | 2005     | 7         | 8           | 13:44       | 1      | 1 | 4        | 2         | 2       | 02  | N         | 11     | 02           | 01  | B                           | 1    | 43440 | 53    | 10805 | 20533  | 02    | 1                  |  |        |
| 12.07 | A  |                       |             | 2005     | 7         | 8           | 13:44       | 1      | 1 | 4        | 2         | 3       | 10  | E         | 11     |              | 10  | B                           | 1    | 43440 | 53    | 10805 | 20533  | 02    | 1                  |  |        |
| 12.07 | A  |                       |             | 2005     | 11        | 19          | 10:50       | 1      | 1 | 1        | 2         | 1       | 07  | W         | 14     | 02           | 04  | 5                           | 1    | 43440 | 53    | 10805 | 35279  | 02    | 1                  |  |        |
| 12.07 | A  |                       |             | 2005     | 11        | 19          | 10:50       | 1      | 1 | 1        | 2         | 2       | 02  | N         | 14     | 00           | 01  | 5                           | 1    | 43440 | 53    | 10805 | 35279  | 02    | 1                  |  |        |
| 12.35 |    |                       |             | 2005     | 11        | 7           | 16:00       | 1      | 1 | 1        | 2         | 1       | 02  | S         | 26     | 49           | 16  | 06                          |      | 43440 | 53    | 10805 | 34113  | 02    | 1                  |  |        |
| 12.35 |    |                       |             | 2005     | 11        | 7           | 16:00       | 1      | 1 | 1        | 2         | 2       | 02  | N         | 26     |              | 11  |                             |      | 43440 | 53    | 10805 | 34113  | 02    | 1                  |  |        |
| 12.41 |    |                       |             | 2005     | 11        | 21          | 19:55       | 4      | 1 | 1        | 2         | 1       | 02  | N         | 02     | 02           | 04  | B                           | 1    | 43440 | 53    | 10805 | 35898  | 02    | 1                  |  |        |
| 12.41 |    |                       |             | 2005     | 11        | 21          | 19:55       | 4      | 1 | 1        | 2         | 2       | 07  | S         | 02     | 00           | 01  | B                           | 1    | 43440 | 53    | 10805 | 35898  | 02    | 1                  |  |        |
| 12.45 | A  |                       |             | 2005     | 8         | 13          | 18:20       | 1      | 1 | 4        | 2         | 1       | 07  | W         | 02     | 02           | 04  | 3                           | 1    | 43440 | 53    | 4200  | 24744  | 02    | 1                  |  |        |
| 12.45 | A  |                       |             | 2005     | 8         | 13          | 18:20       | 1      | 1 | 4        | 2         | 2       | 02  | E         | 02     | 00           | 01  | 3                           | 1    | 43440 | 53    | 4200  | 24744  | 02    | 1                  |  |        |
| 12.45 | A  |                       |             | 2005     | 11        | 22          | 20:33       | 4      | 1 | 1        | 2         | 1       | 02  | S         | 02     | 02           | 04  | 3                           | 1    | 43440 | 53    | 4200  | 35769  | 02    | 1                  |  |        |
| 12.45 | A  |                       |             | 2005     | 11        | 22          | 20:33       | 4      | 1 | 1        | 2         | 2       | 02  | N         | 02     | 00           | 01  | 3                           | 1    | 43440 | 53    | 4200  | 35769  | 02    | 1                  |  |        |
| 12.59 | A  |                       |             | 2005     | 12        | 19          | 16:07       | 1      | 1 | 1        | 2         | 1       | 07  | W         | 14     |              | 04  | 5                           | 1    | 43440 | 53    | 4200  | 39462  | 02    | 1                  |  |        |
| 12.59 | A  |                       |             | 2005     | 12        | 19          | 16:07       | 1      | 1 | 1        | 2         | 2       | 07  | N         | 14     | 16           | 02  | 5                           | 1    | 43440 | 53    | 4200  | 39462  | 02    | 1                  |  |        |
| 13.35 |    |                       |             | 2005     | 1         | 16          | 10:39       | 1      | 1 | 3        | 8         | 1       | 19  | E         | 17     | 18           | 01  | B                           | 1    | 43440 | 53    | 3690  | 96875  | 02    | 1                  |  |        |
| 13.50 |    |                       |             | 2005     | 8         | 9           | 14:10       | 1      | 1 | 1        | A         | 6       | 46  | E         | 17     | 26           | 01  | L                           | B    | 1     | 43440 | 53    | 3690   | 25755 | 02                 | 1  |        |
| 15.60 |    |                       |             | 2005     | 6         | 8           | 09:25       | 1      | 1 | 1        | 2         | 1       | 02  | W         | 03     | 00           | 01  | B                           | 1    | 43440 | 53    | 3690  | 87381  | 02    | 1                  |  |        |
| 15.60 |    |                       |             | 2005     | 6         | 8           | 09:25       | 1      | 1 | 1        | 2         | 2       | 02  | W         | 03     | 07           | 01  | B                           | 1    | 43440 | 53    | 3690  | 87381  | 02    | 1                  |  |        |
| 18.00 |    |                       |             | 2005     | 6         | 17          | 13:33       | 1      | 1 | 1        | 2         | 1       | 02  | E         | 14     | 9            | 08  | 02                          | 04   | 80530 | 53    | 3650  | 28192  | 02    | 1                  |  |        |
| 18.00 |    |                       |             | 2005     | 6         | 17          | 13:33       | 1      | 1 | 1        | 2         | 2       | 45  | S         | 14     | 9            | 00  | 06                          | B    | 1     | 80530 | 53    | 3650   | 28192 | 02                 | 1  |        |
| 18.00 |    |                       |             | 2005     | 6         | 17          | 13:33       | 1      | 1 | 1        | 2         | 3       | 02  | W         | 14     | 9            | 00  | 06                          | B    | 1     | 80530 | 53    | 3650   | 28192 | 02                 | 1  |        |
| 18.75 |    |                       |             | 2005     | 1         | 7           | 14:30       | 1      | 3 | 2        | 2         | L       | 1   | 02        | E      | 05           | 00  | 00                          | 04   | 9     | 4     | 80530 | 53     | 3650  | 00720              | 02   | 1      |

## DYNAMIC QUICKLISTING

Route Number: 0009      Years: 2005 - 2005  
Beginning MP: 11      Ending MP: 33.7

Page 2 of 2

| MP    | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |       | g h t |       | Acc Type |       | Vehicle |      | Coll Road |     | Contrib Circ |     | Driver<br>Intent | Fix<br>Obj | Traffic<br>cntrl | Surf<br>Cond | Ped | City | County | ADT   | Acc<br>Ctrl<br>Num | FIR<br>uesg<br>cs |       |       |     |     |
|-------|----|-----------------------|-------------|----------|-------|-------|-------|----------|-------|---------|------|-----------|-----|--------------|-----|------------------|------------|------------------|--------------|-----|------|--------|-------|--------------------|-------------------|-------|-------|-----|-----|
|       |    |                       |             | Year     | Month | Day   | Time  | Year     | Month | Day     | Time | One       | Two | Type         | Dir |                  |            |                  |              |     |      |        |       |                    |                   | Type  | Cond  | One | Two |
|       |    |                       |             | Num      |       |       |       |          |       |         |      |           |     |              |     |                  |            |                  |              |     |      |        |       |                    |                   |       |       |     |     |
| 18.75 |    |                       |             | 2005     | 1     | 7     | 14:30 | 1        | 3     | 2       | 2    | L         | 2   | 02           | E   | 05               | 07         | 01               | 01           | 9   | 4    | 80530  | 53    | 3650               | 00720             | 02    | 1     |     |     |
| 19.88 |    |                       |             | 2005     | 4     | 28    | 09:00 | 1        | 2     | 1       | 5    |           | 1   | 02           | E   | 17               | 00         |                  | 01           | M   | 9    | 2      | 00000 | 53                 | 3600              | 12266 | 02    | 1   |     |
| 20.98 |    |                       |             | 2005     | 2     | 17    | 09:00 | 1        | 1     | 1       | R    | 6         | L   | 1            | 02  | E                | 17         | 13               |              | 01  | E    | 9      | 1     | 00000              | 53                | 3600  | 04771 | 02  | 1   |
| 22.50 |    |                       |             | 2005     | 1     | 6     | 16:30 | 1        | 3     | 3       | 2    |           | 1   | 07           | E   | 01               | 03         |                  | 01           |     | 9    | 4      | 00000 | 53                 | 3600              | 00705 | 02    | 1   |     |
| 22.50 |    |                       |             | 2005     | 1     | 6     | 16:30 | 1        | 3     | 3       | 2    |           | 2   | 07           | W   | 01               | 00         |                  | 01           |     | 9    | 4      | 00000 | 53                 | 3600              | 00705 | 02    | 1   |     |
| 22.80 |    |                       |             | 2005     | 5     | 20    | 08:15 | 1        | 1     | 2       | 5    | R         | 8   | 1            | 19  | W                | 17         | 00               | 00           | 01  | M    | B      | 1     | 00000              | 53                | 3600  | 88692 | 02  | 1   |
| 23.50 |    |                       |             | 2005     | 9     | 17    | 13:53 | 1        | 1     | 1       | 6    | R         | 6   | 1            | 10  | E                | 17         | 51               |              | 01  | A    | B      | 1     | 00000              | 53                | 3600  | 28196 | 02  | 1   |
| 27.80 |    |                       |             | 2005     | 3     | 27    | 03:17 | 3        | 1     | 4       | L    | 6         |     | 1            | 07  | E                | 17         | 12               |              | 01  | L    | B      | 1     | 64570              | 53                | 3640  | 08893 | 02  | 1   |
| 28.40 |    |                       |             | 2005     | 9     | 16    | 14:00 | 1        | 1     | 4       | R    | 8         |     | 1            | 19  | E                | 17         | 16               |              | 01  |      | 9      | 1     | 64570              | 53                | 3640  | 28147 | 02  | 1   |
| 31.10 |    |                       |             | 2005     | 7     | 3     | 21:25 | 4        | 1     | 1       | 5    |           |     | 1            | 02  | E                | 17         | 00               |              | 01  | M    | B      | 1     | 71840              | 53                | 4018  | 19733 | 02  | 1   |
| 33.35 |    |                       |             | 2005     | 1     | 14    | 16:40 | 1        | 1     | 1       | 5    |           |     | 1            | 02  | E                | 17         | 00               |              | 01  | M    | B      | 1     | 00000              | 25                | 1895  | 98985 | 02  | 1   |

# UTAH DEPARTMENT OF TRANSPORTATION

## Accident Types

Route No. 0009      Begin Milepoint 11      End Milepoint 33.7

End Year 2005      No. of Years 1

| Accident Type |                       | Count | Percent |
|---------------|-----------------------|-------|---------|
| 2             | MV-MV                 | 11    | 52.38   |
| 5             | MV-ANIMAL(WILD)       | 4     | 19.05   |
| 6             | MV-FIXED OBJECT       | 1     | 4.76    |
| 8             | OVERTURNED IN ROADWAY | 1     | 4.76    |
| A             | OTHER NON-COLLISION   | 1     | 4.76    |
| L             | RAN OFF ROAD LEFT     | 1     | 4.76    |
| R             | RAN OFF ROAD RIGHT    | 2     | 9.52    |
| Total         |                       | 21    | 100.00  |

UTAH DEPARTMENT OF TRANSPORTATION

Surface Condition

Route No. 0009      Begin Milepoint 11      End Milepoint 33.7

End Year 2005      No. of Years 1

| Surface Condition | Count | Percent |
|-------------------|-------|---------|
|                   | 1     | 4.76    |
| 1 DRY             | 17    | 80.95   |
| 2 WET             | 1     | 4.76    |
| 4 SNOWY           | 2     | 9.52    |
| <b>Total</b>      | 21    | 100.00  |

UTAH DEPARTMENT OF TRANSPORTATION

Light Condition

Route No. 0009      Begin Milepoint 11      End Milepoint 33.7

End Year 2005      No. of Years 1

| Light Condition                  | Count     | Percent       |
|----------------------------------|-----------|---------------|
| 1 DAYLIGHT                       | 17        | 80.95         |
| 3 DARKNESS STREET OR HIGHWAY NOT | 1         | 4.76          |
| 4 DARKNESS STREET OR HIGHWAY LIG | 3         | 14.29         |
| <b>Total</b>                     | <b>21</b> | <b>100.00</b> |

SK-9      2605      MP 11 to 53.7

| Sum Of Count       | Acc Severity Cd                  |           |          |          |          |             |
|--------------------|----------------------------------|-----------|----------|----------|----------|-------------|
| Coll Type Cd       | Coll Desc                        | 1         | 2        | 3        | 4        | Grand Total |
| 01                 | HEAD ON                          |           |          | 1        |          | 1           |
| <b>01 Total</b>    |                                  | <b>0</b>  | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b>    |
| 02                 | HEAD ON (LFT)                    | 2         |          |          | 1        | 3           |
| <b>02 Total</b>    |                                  | <b>2</b>  | <b>0</b> | <b>0</b> | <b>1</b> | <b>3</b>    |
| 03                 | REAR END                         | 1         |          |          |          | 1           |
| <b>03 Total</b>    |                                  | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b>    |
| 05                 | SAME DIRECTION TURN LEFT REAREND |           | 1        |          |          | 1           |
| <b>05 Total</b>    |                                  | <b>0</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b>    |
| 11                 | ANGLE (2 STR)                    |           |          |          | 1        | 1           |
| <b>11 Total</b>    |                                  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>1</b> | <b>1</b>    |
| 14                 | FROM RT (LFT)                    | 3         |          |          |          | 3           |
| <b>14 Total</b>    |                                  | <b>3</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>3</b>    |
| 17                 | SINGLE VEHICLE                   | 6         | 1        | 1        | 2        | 10          |
| <b>17 Total</b>    |                                  | <b>6</b>  | <b>1</b> | <b>1</b> | <b>2</b> | <b>10</b>   |
| 26                 | PARKED                           | 1         |          |          |          | 1           |
| <b>26 Total</b>    |                                  | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b>    |
| <b>Grand Total</b> |                                  | <b>13</b> | <b>2</b> | <b>2</b> | <b>4</b> | <b>21</b>   |

SR-9

2005

MP 11.00 to 33.7

| Milepoint   | 01 | 02 | 03 | 05 | 11 | 14 | 17 | 26 | Grand Total |
|-------------|----|----|----|----|----|----|----|----|-------------|
| 12.07       |    |    |    |    | 1  | 1  |    |    | 2           |
| 12.35       |    |    |    |    |    |    |    | 1  | 1           |
| 12.41       |    | 1  |    |    |    |    |    |    | 1           |
| 12.45       |    | 2  |    |    |    |    |    |    | 2           |
| 12.59       |    |    |    |    |    | 1  |    |    | 1           |
| 13.35       |    |    |    |    |    |    | 1  |    | 1           |
| 13.5        |    |    |    |    |    |    | 1  |    | 1           |
| 15.6        |    |    | 1  |    |    |    |    |    | 1           |
| 18          |    |    |    |    |    | 1  |    |    | 1           |
| 18.75       |    |    |    | 1  |    |    |    |    | 1           |
| 19.88       |    |    |    |    |    |    | 1  |    | 1           |
| 20.98       |    |    |    |    |    |    | 1  |    | 1           |
| 22.5        | 1  |    |    |    |    |    |    |    | 1           |
| 22.8        |    |    |    |    |    |    | 1  |    | 1           |
| 23.5        |    |    |    |    |    |    | 1  |    | 1           |
| 27.8        |    |    |    |    |    |    | 1  |    | 1           |
| 28.4        |    |    |    |    |    |    | 1  |    | 1           |
| 31.1        |    |    |    |    |    |    | 1  |    | 1           |
| 33.35       |    |    |    |    |    |    | 1  |    | 1           |
| Grand Total | 1  | 3  | 1  | 1  | 1  | 3  | 10 | 1  | 21          |

SR. 009  
2005 & c

MP 11.00 to 33.7

| Milepoint   | 2005 | 2006 | Grand Total |
|-------------|------|------|-------------|
| 12.07       | 2    |      | 2           |
| 12.12       |      | 1    | 1           |
| 12.35       | 1    |      | 1           |
| 12.41       | 1    |      | 1           |
| 12.45       | 2    |      | 2           |
| 12.59       | 1    |      | 1           |
| 13.35       | 1    |      | 1           |
| 13.5        | 1    |      | 1           |
| 15.6        | 1    |      | 1           |
| 18          | 1    |      | 1           |
| 18.75       | 1    |      | 1           |
| 19.88       | 1    |      | 1           |
| 19.9        |      | 1    | 1           |
| 20.98       | 1    |      | 1           |
| 22.5        | 1    |      | 1           |
| 22.8        | 1    |      | 1           |
| 23.5        | 1    |      | 1           |
| 27.8        | 1    |      | 1           |
| 28.4        | 1    |      | 1           |
| 31.1        | 1    |      | 1           |
| 31.55       |      | 1    | 1           |
| 33.35       | 1    |      | 1           |
| Grand Total | 21   | 3    | 24          |

Jan 06

2005-6 2006

| ACCUM. MILE |   | 0009 |       |          |        |
|-------------|---|------|-------|----------|--------|
| 10.495      | Pipe Culvert -                              |      |       |          |        |
| 10.497      | Street Left - 495 North                     |      |       |          |        |
| 10.624      | Street Left - 600 North                     |      |       |          |        |
| 10.824      | Street Left - 800 North                     |      |       |          |        |
| 10.883      | Street Right - Enchanted Way                | old  | 11.00 | 32.561 - | 21.561 |
| 10.948      | Bridge - West End - Virgin River - OC 915   | New  | 11.04 | 32.662   | 21.622 |
| 11.000      | Milepost - 11                               |      |       |          |        |
| 11.040      | Bridge - East End - Virgin River - OC 915 - | DIFF | .04   | .10      | .06    |
| 11.153      | Street Crossing -                           |      |       |          |        |
| 11.378      | Street Right - 300 South                    |      |       |          |        |
| 11.514      | Street Left - 170 South                     |      |       |          |        |
| 11.665      | Street Crossing - 100 South                 |      |       |          |        |
| 11.805      | Street Crossing - Center Street             |      |       |          |        |
| 12.000      | Milepost - 12                               |      |       |          |        |
| 12.070      | Street Crossing - 200 North                 |      |       |          |        |
| 12.201      | Street Crossing - 300 North                 |      |       |          |        |
| 12.256      | Street Left - 330 North                     |      |       |          |        |
| 12.307      | Street Left - 380 North                     |      |       |          |        |
| 12.458      | Street Left - 500 North                     |      |       |          |        |
| 12.458      | State Route Straight - Junction SR-17       |      |       |          |        |
| 12.458      | Route Turns Right - Onto 500 North          |      |       |          |        |
| 12.592      | Street Crossing - Main Street               |      |       |          |        |
| 12.641      | Street Right - 100 East                     |      |       |          |        |
| 12.888      | Pipe Culvert -                              |      |       |          |        |
| 13.000      | Milepost - 13                               |      |       |          |        |
| 13.007      | Pipe Culvert -                              |      |       |          |        |
| 13.100      | Pipe Culvert -                              |      |       |          |        |
| 13.138      | Pipe Culvert -                              |      |       |          |        |
| 13.203      | Pipe Culvert -                              |      |       |          |        |
| 13.438      | Pipe Culvert -                              |      |       |          |        |
| 13.678      | Pipe Culvert -                              |      |       |          |        |
| 13.769      | Pipe Culvert -                              |      |       |          |        |
| 13.821      | Pipe Culvert -                              |      |       |          |        |

|        |                                   |
|--------|-----------------------------------|
| 14.000 | Milepost - 14                     |
| 14.042 | Pipe Culvert -                    |
| 14.238 | Pipe Culvert -                    |
| 14.366 | Pipe Culvert -                    |
| 14.433 | Pipe Culvert -                    |
| 14.526 | Pipe Culvert -                    |
| 14.580 | Pipe Culvert -                    |
| 14.872 | Pipe Culvert -                    |
| 14.959 | Road Right - To LaVerkin Overlook |

|        |                  |
|--------|------------------|
| 15.000 | Milepost - 15    |
| 15.180 | Pipe Culvert -   |
| 15.306 | Creek Crossing - |
| 15.388 | Pipe Culvert -   |
| 15.447 | Pipe Culvert -   |
| 15.541 | Pipe Culvert -   |
| 15.588 | Pipe Culvert -   |
| 15.656 | Pipe Culvert -   |
| 15.689 | Road Right -     |
| 15.720 | Pipe Culvert -   |
| 15.855 | Pipe Culvert -   |

|        |                |
|--------|----------------|
| 16.000 | Milepost - 16  |
| 16.063 | Pipe Culvert - |
| 16.118 | Road Right -   |
| 16.206 | Pipe Culvert - |
| 16.270 | Pipe Culvert - |
| 16.356 | Road Right -   |
| 16.399 | Box Culvert -  |
| 16.530 | Pipe Culvert - |
| 16.727 | Pipe Culvert - |
| 16.829 | Pipe Culvert - |
| 16.871 | Box Culvert -  |
| 16.926 | Pipe Culvert - |
| 16.965 | Pipe Culvert - |

# ACCUM. MILE

0009

|        |  |
|--------|--|
| 17.000 | Milepost - 17  |
| 17.062 | Pipe Culvert -   |
| 17.146 | Pipe Culvert -   |
| 17.205 | Box Culvert -  |
| 17.222 | Road Right - Ernest Way (1420 West)  |
| 17.363 | Pipe Culvert -   |
| 17.374 | Road Crossing - Mesa Road (1250 West)  |
| 17.501 | Box Culvert -  |
| 17.571 | Pipe Culvert -   |
| 17.607 | Pipe Culvert -   |
| 17.647 | Road Left - Virgin Trading Post and Wild Ass Saloon  |
| 17.738 | Pipe Culvert -   |
| 17.826 | Incorporated Limit - Virgin Town West Limits "Sign"  |
| 17.834 | Street Left - West Temple (775 West)   |
| 17.900 | Street Right - 700 West  |
| 17.932 | Pipe Culvert -   |
| 18.000 | Milepost - 18  |
| 18.088 | Pipe Culvert -   |
| 18.207 | Pipe Culvert -   |
| 18.304 | Pipe Culvert -   |
| 18.433 | Street Left - 150 West to Cemetery   |
| 18.477 | Street Right - West Street (100 West)  |
| 18.580 | Street Right - Mill Street   |
| 18.594 | Street Left - Foothill Drive (10 East)   |
| 18.654 | Creek Crossing - Virgin Creek  |
| 18.730 | Street Right - North Street (170 East)   |
| 18.780 | Federal Aid Route Left - Kolob Road (160 East - Minor Collector Route 3202) To Kolob Reservoir |
| 18.800 | Incorporated Limit - Virgin Town East Limits "Sign"  |
| 19.000 | Milepost - 19  |
| 19.207 | Road Right - Zion River Resort RV Park and Campground  |
| 19.291 | Pipe Culvert -   |
| 19.330 | Bridge - West End - Virgin River - OF 468  |
| 19.347 | Bridge - East End - Virgin River - OF 468  |

| ACCUM. MILE | 0009  |
|-------------|---|
| 19.826      | Pipe Culvert -  |
| 20.000      | Milepost - 20   |
| 20.001      | Pipe Culvert -  |
| 20.003      | Road Left -   |
| 20.278      | Pipe Culvert -  |
| 20.448      | Pipe Culvert -  |
| 20.494      | Pipe Culvert -  |
| 20.535      | Road Right -  |
| 20.920      | Pipe Culvert -  |
| 20.978      | Pipe Culvert -  |
| 21.000      | Milepost - 21   |
| 21.013      | Road Right -  |
| 21.082      | Pipe Culvert -  |
| 21.115      | Pipe Culvert -  |
| 21.269      | Pipe Culvert -  |
| 21.422      | Pipe Culvert -  |
| 21.453      | View Area Right - Zion National Park Tunnel and Shuttle Information |
| 21.485      | View Area Right - Zion National Park Tunnel and Shuttle Information |
| 21.541      | Pipe Culvert -  |
| 21.585      | Pipe Culvert -  |
| 21.725      | Pipe Culvert -  |
| 22.000      | Milepost - 22   |
| 22.173      | Box Culvert -   |
| 22.200      | Pipe Culvert -  |
| 22.318      | Pipe Culvert -  |
| 22.593      | Pipe Culvert -  |
| 22.861      | Pipe Culvert -  |
| 23.000      | Milepost - 23   |
| 23.024      | Pipe Culvert -  |
| 23.078      | Pipe Culvert -  |
| 23.192      | Pipe Culvert -  |
| 23.272      | Pipe Culvert -  |
| 23.331      | Pipe Culvert -  |

| ACCUM MILE |  |
|------------|--|
| 23.533     | Pipe Culvert -   |
| 23.742     | Pipe Culvert -   |
| 23.852     | Road Right -   |
| 23.984     | Pipe Culvert -   |
| 24.000     | Milepost - 24  |
| 24.192     | Pipe Culvert -   |
| 24.356     | Pipe Culvert -   |
| 24.402     | Pipe Culvert -   |
| 24.489     | Pipe Culvert -   |
| 24.553     | Pipe Culvert -   |
| 24.669     | Pipe Culvert -   |
| 24.755     | Pipe Culvert -   |
| 24.878     | Road Right -   |
| 25.000     | Milepost - 25  |
| 25.010     | Pipe Culvert -   |
| 25.037     | Road Right - Utah Dept. of Transportation - No Trespassing |
| 25.344     | Bridge - West End - Coal Pits Wash - 0F 485                |
| 25.368     | Bridge - East End - Coal Pits Wash - 0F 485                |
| 25.704     | Pipe Culvert -   |
| 25.823     | Pipe Culvert -   |
| 26.000     | Milepost - 26  |
| 26.016     | Pipe Culvert -   |
| 26.095     | Pipe Culvert -   |
| 26.169     | Pipe Culvert -   |
| 26.245     | Pipe Culvert -   |
| 26.569     | Pipe Culvert -   |
| 26.796     | Pipe Culvert -   |
| 26.817     | Incorporated Limit - Town of Rockville West Limits "Sign"  |
| 26.933     | Pipe Culvert -   |
| 27.000     | Milepost - 27  |
| 27.009     | Pipe Culvert -   |
| 27.034     | Pipe Culvert -   |
| 27.172     | Pipe Culvert -   |

| ACCUM MILE | 0009   |
|------------|--|
| 27.264     | Pipe Culvert -   |
| 27.408     | Pipe Culvert -   |
| 27.503     | Street Right - Silvertip Lane  |
| 27.676     | Street Crossing - Bennet Lane (140 West)   |
| 27.680     | Pipe Culvert -   |
| 27.847     | Street Left - Center Street - Terry Lane   |
| 27.999     | Street Right - Jennings Lane (130 East)  |
| 28.000     | Milepost - 28  |
| 28.102     | Street Right - Bridge Road (200 East)  |
| 28.194     | Street Right - Hirschi Lane (230 East)   |
| 28.145     | Creek Crossing -   |
| 28.152     | Street Left - Cox Lane (240 East)  |
| 28.237     | Street Right - Ballard Circle (400 East) to Rockville Cemetery                               |
| 28.466     | Incorporated Limit - Town of Rockville East Limits "Sign" and Town of Springdale West Limits |
| 28.732     | Pipe Culvert -   |
| 28.873     | Box Culvert - Mesquite Wash - 0D 443   |
| 28.919     | Pipe Culvert -   |
| 29.000     | Milepost - 29  |
| 29.016     | Pipe Culvert -   |
| 29.166     | Street Left - Anasazi Way  |
| 29.363     | Pipe Culvert -   |
| 29.672     | Pipe Culvert -   |
| 29.910     | Street Left - Valley View Drive via Zion Park Blvd.  |
| 29.975     | Pipe Culvert -   |
| 30.000     | Milepost - 30  |
| 30.077     | Street Left - Kinesava Drive   |
| 30.117     | Pipe Culvert -   |
| 30.135     | Street Right - North Fork Drive  |
| 30.192     | Street Left - Dixie Lane   |
| 30.235     | Pipe Culvert -   |
| 30.317     | Pipe Culvert -   |
| 30.324     | Street Left - Wanda Lane   |
| 30.378     | Street Left - Serendipity Lane   |

| ACCUM-MILE | 0009   |
|------------|--|
| 30.383     | Box Culvert -  |
| 30.407     | Street Left - Eagle Lane   |
| 30.418     | Street Left - Steamboat Lane   |
| 30.563     | Pipe Culvert -   |
| 30.623     | Street Crossing - Quail Ridge Road Left & Springdale City Park Right |
| 30.668     | Street Left - Apple Lane   |
| 30.672     | Pipe Culvert -   |
| 30.809     | Box Culvert -  |
| 30.979     | Pipe Culvert -   |
| 30.988     | Street Left - Hilly Holler Drive                                     |
| 31.000     | Milepost - 31  |
| 31.225     | Street Right - Canyon Springs Road                                   |
| 31.234     | Street Left - Sage Drive   |
| 31.274     | Street Left - Gifford Park Drive                                     |
| 31.283     | Box Culvert -  |
| 31.393     | Street Right - Sundance Road   |
| 31.445     | Street Right - Big Springs Road                                      |
| 31.516     | Street Right - Juniper Lane  |
| 31.552     | Street Left - Winderland Lane  |
| 31.620     | Bridge - West End - Springdale Wash - OF 82                          |
| 31.631     | Bridge - East End - Springdale Wash - OF 82                          |
| 31.634     | Street Left - Paradise Road  |
| 31.669     | Street Right - Manzanita Drive                                       |
| 31.967     | Street Crossing - Canyon View Drive                                  |
| 31.987     | Street Right - Kokopeli Circle                                       |
| 32.000     | Milepost - 32  |
| 32.068     | Pipe Culvert -   |
| 32.077     | Street Right - Zion Shadows Circle                                   |
| 32.129     | Street Left - Lion Boulevard to O.C. Tanner Amphitheater             |
| 32.139     | Creek Crossing -   |
| 32.175     | Street Right - Park Lane   |
| 32.257     | Pipe Culvert -   |
| 32.266     | Street Left - Balanced Rock Road                                     |

| ACCUM. MILE | 0009  |
|-------------|---|
| 32.309      | Street Right - Hummingbird Lane   |
| 32.493      | Street Right - Zion Canyon Theater Entrance   |
| 32.574      | Pipe Culvert -  |
| 32.598      | Street Right - Zion Canyon Theater Entrance   |
| 32.662      | Concurrent Begins - At End State Maintenance Sign & Pavement Change - Entrance to Zion National Park - SR-9 runs concurrent through Zion National Park for 12.109 miles. Mile Post's 33 - 44 are on the National Park Road System |
| 44.771      | Concurrent Ends - Route Resumes - At Zion National Park Boundary and Pavement Change "Kane County"  |
| 44.785      | Pipe Culvert -  |
| 44.862      | Pipe Culvert -  |
| 44.936      | Pipe Culvert -  |
| 45.000      | Milepost - 45   |
| 45.022      | Pipe Culvert -  |
| 45.094      | Pipe Culvert -  |
| 45.126      | Pipe Culvert -  |
| 45.185      | Road Right - Zion RV Park   |
| 45.370      | Pipe Culvert -  |
| 45.447      | Pipe Culvert -  |
| 45.606      | Pipe Culvert -  |
| 45.817      | Pipe Culvert -  |
| 46.000      | Milepost - 46   |
| 46.036      | Pipe Culvert -  |
| 46.180      | Pipe Culvert -  |
| 46.440      | Pipe Culvert -  |
| 46.509      | Federal Aid Route Left - To North Fork (Minor Collector Route 1866)   |
| 46.748      | Pipe Culvert -  |
| 47.000      | Milepost - 47   |
| 47.271      | Pipe Culvert -  |
| 47.462      | Pipe Culvert -  |
| 47.716      | Pipe Culvert -  |
| 47.885      | Pipe Culvert -  |
| 48.000      | Milepost - 48   |
| 48.091      | Pipe Culvert -  |
| 48.169      | Pipe Culvert -  |

for 2002-2004

| COUNTY:    |  | STATE ROUTE SR-9B |       |             |  | PAGE 3 OF 9      |  |
|------------|--|-------------------|-------|-------------|--|------------------|--|
| Washington |  |                   |       |             |  | ROUTE LENGTH     |  |
|            |  | OFFSET            | DIFF. | ACCUM. MILE | REMARK   | STANDARD ADDRESS |  |
| 0.963      |  | 0.102             | 0.052 | 10.226      | 300 North Left at Angle                                | 9+0.96           |  |
| 1.015      |  | 0.052             | 0.142 | 10.278      | Reference Post 10                                      | 10+0.00          |  |
| 0.142      |  | 0.142             | 0.048 | 10.420      | 450 North Right  | 10+0.14          |  |
| 0.190      |  | 0.048             | 0.125 | 10.468      | 495 North Left   | 10+0.19          |  |
| 0.315      |  | 0.125             | 0.200 | 10.593      | 600 North Left   | 10+0.32          |  |
| 0.515      |  | 0.200             | 0.057 | 10.793      | 800 North Left at Angle                                | 10+0.52          |  |
| 0.572      |  | 0.057             | 0.050 | 10.850      | Enchanted Way Right                                    | 10+0.57          |  |
| 0.622      |  | 0.050             | 0.026 | 10.900      | Entrance Right to Historical Marker                    | 10+0.62          |  |
| 0.648      |  | 0.026             | 0.000 | 10.926      | South End of SR-9 Structure over Virgin River          | 10+0.65          |  |
| 0.648      |  | 0.000             | 0.074 | 10.926      | OC-158   | 10+0.65          |  |
| 0.722      |  | 0.074             | 0.000 | 11.000      | North End of SR-9 Structure over Virgin River          | 10+0.72          |  |
| 0.722      |  | 0.000             | 0.118 | 11.000      | Hurricane City/East Limits & LaVerkin City/West Limits | 10+0.72          |  |
| 0.840      |  | 0.118             | 0.034 | 11.118      | 480 South Right  | 10+0.84          |  |
| 0.874      |  | 0.034             | 0.076 | 11.152      | Entrance Right to Trailer Park                         | 10+0.87          |  |
| 0.950      |  | 0.076             | 0.025 | 11.228      | Entrance Right to Trailer Park                         | 10+0.95          |  |
| 0.975      |  | 0.025             | 0.092 | 11.253      | Reference Post 11                                      | 11+0.00          |  |
| 0.092      |  | 0.092             | 0.135 | 11.345      | 300 South Right - Left at Angel to Substation          | 11+0.09          |  |
| 0.227      |  | 0.135             | 0.149 | 11.480      | 170 South Left   | 11+0.23          |  |
| 0.376      |  | 0.149             | 0.141 | 11.629      | 100 South Crossing                                     | 11+0.38          |  |
| 0.517      |  | 0.141             | 0.263 | 11.770      | Center Street Crossing                                 | 11+0.52          |  |
| 0.780      |  | 0.263             | 0.131 | 12.033      | 200 North Crossing                                     | 11+0.78          |  |
| 0.911      |  | 0.131             | 0.008 | 12.164      | 300 North Right  | 11+0.91          |  |
| 0.919      |  | 0.008             | 0.048 | 12.172      | 300 North Left   | 11+0.92          |  |
| 0.967      |  | 0.048             | 0.051 | 12.220      | 330 North Left   | 11+0.97          |  |
| 1.018      |  | 0.051             | 0.015 | 12.271      | 380 North Left   | 11+1.02          |  |
| 1.033      |  | 0.015             | 0.192 | 12.286      | Reference Post 12                                      | 12+0.00          |  |
| 0.132      |  | 0.192             | 0.073 | 12.418      | Jct. SR-17 - SR-9 Turns Right & 500 North Left         | 12+0.13          |  |
| 0.205      |  | 0.073             | 0.049 | 12.491      | Entrance Left to Silver Springs Trailer Park           | 12+0.21          |  |
| 0.254      |  | 0.049             | 0.050 | 12.540      | Main Street Crossing                                   | 12+0.25          |  |
| 0.304      |  | 0.050             | 0.687 | 12.590      | 100 East Right at Angle                                | 12+0.30          |  |
| 0.991      |  | 0.687             |       | 13.277      | Reference Post 13                                      | 13+0.00          |  |
|            |  |                   |       |             |  |                  |  |

| COUNTY:    |       | STATE ROUTE SR-9B |        |      |   | ROUTE LENGTH |         |
|------------|-------|-------------------|--------|------|---|--------------|---------|
| Washington |       |                   |        |      |   | 44.876       |         |
| OFFSET     | DIFF  | ACCUM             | OFFSET | DIFF | ACCUM   | STANDARD     | ADDRESS |
| 0.993      | 0.993 | 14.270            |        |      |   |              | 14+0.00 |
| 0.623      | 0.623 | 14.893            |        |      | Reference Post 14   |              | 14+0.62 |
| 0.966      | 0.343 | 15.236            |        |      | Road Right to LaVerkin Overlook                                   |              | 15+0.00 |
| 0.388      | 0.388 | 15.624            |        |      | Reference Post 15   |              | 15+0.39 |
| 0.816      | 0.428 | 16.052            |        |      | Unimproved Road Right   |              | 15+0.82 |
| 1.059      | 0.243 | 16.295            |        |      | Road Right  |              | 15+1.06 |
| 1.075      | 0.016 | 16.311            |        |      | Unimproved Road Right at Angle                                    |              | 16+0.00 |
| 0.019      | 0.019 | 16.330            |        |      | Reference Post 16   |              | 16+0.02 |
| 0.491      | 0.472 | 16.802            |        |      | Box Culvert Wash  |              | 16+0.49 |
| 0.824      | 0.333 | 17.135            |        |      | Box Culvert Wash  |              | 16+0.82 |
| 0.957      | 0.133 | 17.268            |        |      | Box Culvert Wash  |              | 17+0.00 |
| 0.036      | 0.036 | 17.304            |        |      | Reference Post 17   |              | 17+0.04 |
| 0.449      | 0.413 | 17.717            |        |      | Road Crossing   |              | 17+0.45 |
| 0.495      | 0.046 | 17.763            |        |      | Unimproved Road Right at Angle                                    |              | 17+0.50 |
| 0.560      | 0.065 | 17.828            |        |      | West Temple Left (775 West) in Virgin                             |              | 17+0.56 |
| 0.964      | 0.404 | 18.232            |        |      | 700 West Right  |              | 17+0.96 |
| 1.013      | 0.049 | 18.281            |        |      | Box Culvert Wash  |              | 18+0.00 |
| 0.078      | 0.078 | 18.359            |        |      | Reference Post 18   |              | 18+0.08 |
| 0.121      | 0.043 | 18.402            |        |      | West Street Left (125 West)                                       |              | 18+0.12 |
| 0.225      | 0.104 | 18.506            |        |      | West Street Right (100 West)                                      |              | 18+0.23 |
| 0.242      | 0.017 | 18.523            |        |      | Mill Street Right (200 North)                                     |              | 18+0.24 |
| 0.300      | 0.058 | 18.581            |        |      | Foothill Street Left (10 East)                                    |              | 18+0.30 |
| 0.374      | 0.074 | 18.655            |        |      | Box Culvert Wash "Virgin Creek"                                   |              | 18+0.37 |
| 0.880      | 0.506 | 19.161            |        |      | East Street Crossing (100 East - Minor Collector Route 3202 Left) |              | 18+0.88 |
| 0.977      | 0.097 | 19.258            |        |      | Virgin Town/East Limits   |              | 18+0.98 |
| 0.977      | 0.000 | 19.258            |        |      | West End of SR-8 Structure over Virgin River                      |              | 18+0.98 |
| 0.993      | 0.016 | 19.274            |        |      | OF-468  |              | 18+0.99 |
| 1.043      | 0.050 | 19.324            |        |      | East End of SR-9 Structure over Virgin River                      |              | 19+0.00 |
| 0.602      | 0.602 | 19.926            |        |      | Reference Post 19   |              | 19+0.60 |
| 0.607      | 0.005 | 19.931            |        |      | Unimproved Road Left  |              | 19+0.61 |
| 0.970      | 0.363 | 20.294            |        |      | Box Culvert Wash  |              | 20+0.00 |
|            |       |                   |        |      | Reference Post 20   |              |         |
|            |       |                   |        |      |   |              |         |
|            |       |                   |        |      |   |              |         |

| COUNTY:    |       | STATE ROUTE SR-9B |    |  |          | ROUTE LENGTH |  |
|------------|-------|-------------------|----|--|----------|--------------|--|
| Washington |       |                   |    |  |          | 44.876       |  |
| OFFSET     | DIFF  | ACCU              | MI | REMARK   | STANDARD | ADDRESS      |  |
| 0.156      | 0.156 | 20.450            |    | Road Right                                     |          | 20+0.16      |  |
| 0.478      | 0.322 | 20.772            |    | Road Right                                     |          | 20+0.48      |  |
| 0.645      | 0.167 | 20.939            |    | Road Right at Angle                            |          | 20+0.65      |  |
| 0.995      | 0.350 | 21.289            |    | Reference Post 21                              |          | 21+0.00      |  |
| 0.080      | 0.080 | 21.369            |    | Entrance Right to Overlook View Area           |          | 21+0.08      |  |
| 0.114      | 0.034 | 21.403            |    | Exit Right from Overlook View Area             |          | 21+0.11      |  |
| 0.648      | 0.534 | 21.937            |    | Entrance Left to Historical Marker             |          | 21+0.65      |  |
| 0.800      | 0.152 | 22.089            |    | Box Culvert Wash                               |          | 21+0.80      |  |
| 0.999      | 0.199 | 22.288            |    | Reference Post 22                              |          | 22+0.00      |  |
| 0.994      | 0.994 | 23.282            |    | Reference Post 23                              |          | 23+0.00      |  |
| 0.479      | 0.479 | 23.761            |    | Unimproved Road Right to Campground Area       |          | 23+0.48      |  |
| 0.999      | 0.520 | 24.281            |    | Reference Post 24                              |          | 24+0.00      |  |
| 0.479      | 0.479 | 24.760            |    | Private Road Left                              |          | 24+0.48      |  |
| 0.662      | 0.183 | 24.943            |    | Road Right                                     |          | 24+0.66      |  |
| 0.677      | 0.015 | 24.958            |    | Private Road Left                              |          | 24+0.68      |  |
| 0.870      | 0.193 | 25.151            |    | Rockville City/West Limits                     |          | 24+0.87      |  |
| 0.967      | 0.097 | 25.248            |    | West End of SR-9 Structure over Coal Pits Wash |          | 24+0.97      |  |
| 0.967      | 0.000 | 25.248            |    | OF-485   |          | 24+0.97      |  |
| 0.992      | 0.025 | 25.273            |    | East End of SR-9 Structure over Coal Pits Wash |          | 24+0.97      |  |
| 1.030      | 0.038 | 25.311            |    | Private Road Right                             |          | 24+0.99      |  |
| 1.056      | 0.026 | 25.337            |    | Reference Post 25                              |          | 24+1.03      |  |
| 0.031      | 0.031 | 25.368            |    | Unimproved Road Left                           |          | 25+0.00      |  |
| 0.405      | 0.374 | 25.742            |    | Private Road Right                             |          | 25+0.03      |  |
| 0.573      | 0.168 | 25.910            |    | Private Road Right                             |          | 25+0.41      |  |
| 0.998      | 0.425 | 26.335            |    | Reference Post 26                              |          | 25+0.57      |  |
| 0.145      | 0.145 | 26.480            |    | SR-9 Structure over Huber Wash                 |          | 26+0.00      |  |
| 0.145      | 0.000 | 26.480            |    | OD-266   |          | 26+0.15      |  |
| 0.269      | 0.124 | 26.604            |    | Private Road Right                             |          | 26+0.15      |  |
| 0.281      | 0.012 | 26.616            |    | Private Road Left                              |          | 26+0.27      |  |
| 0.336      | 0.055 | 26.671            |    | Private Road Right at Angle                    |          | 26+0.28      |  |
| 0.367      | 0.031 | 26.702            |    | Large Culvert Wash                             |          | 26+0.34      |  |
|            |       |                   |    |  |          | 26+0.37      |  |

# State Route 17

# UTAH DEPARTMENT OF TRANSPORTATION

## Operational Safety Report

State Route      17                      Length      6.1  
Milepoint      0                      to                      6.1

| Year | Number of<br>Accidents | Rate | Fatal<br>Accidents | Fatal<br>Rate | Fatalities | Rate  | ADT  | Severity |
|------|------------------------|------|--------------------|---------------|------------|-------|------|----------|
| 2005 | 7                      | 1.05 | 0                  | 0.00          | 0          | 0.00  | 2989 | 2.29     |
| 2004 | 7                      | 1.05 | 0                  | 0.00          | 0          | 0.00  | 2989 | 1.71     |
| 2003 | 19                     | 2.86 | 1                  | 15.03         | 1          | 15.03 | 2989 | 1.84     |
| 2002 | 7                      | 1.06 | 0                  | 0.00          | 0          | 0.00  | 2971 | 2.57     |

### Accidents Totals and Averages

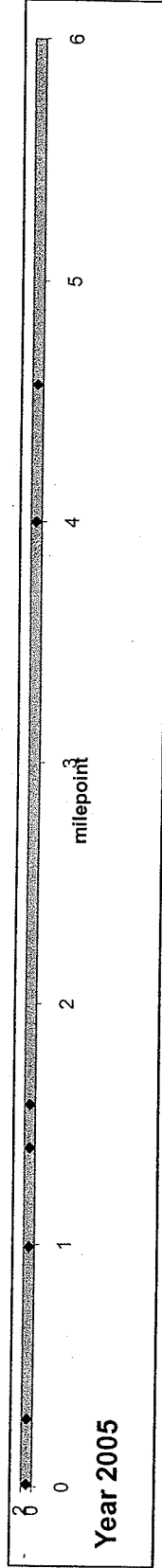
|             |      |                   |      |          |
|-------------|------|-------------------|------|----------|
| Total Acc   | 40   | Average Acc       | 10   | Expected |
| Average ADT | 2989 | Average Severity  | 2.10 | 1.70     |
|             |      | Average Acc. Rate | 1.50 | 1.46     |

# SR-17 Accident History

Year 2005

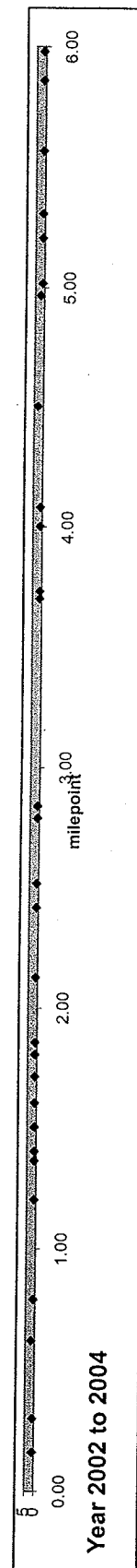
Milepoint 0.00 to 6.06

| milepoint | Collision Type |    |       |
|-----------|----------------|----|-------|
|           | 2              | 17 | Total |
| 0.01      |                | 1  | 1     |
| 0.28      |                | 1  | 1     |
| 0.99      | 1              |    | 1     |
| 1.4       |                | 1  | 1     |
| 1.58      |                | 1  | 1     |
| 4         |                | 1  | 1     |
| 4.57      |                | 1  | 1     |
| Total     | 1              | 6  | 7     |



SR-17 Accident History  
2002 to 2004  
Milepoint 0.00 to 6.04

| milepoint |      | Collision Type |   |   |   |    |    |    |       |  |  |
|-----------|------|----------------|---|---|---|----|----|----|-------|--|--|
| Old       | New  | 1              | 5 | 7 | 9 | 17 | 22 | 26 | Total |  |  |
| 0.16      | 0.16 |                |   |   | 1 |    |    |    | 1     |  |  |
| 0.3       | 0.30 |                |   | 1 |   |    |    |    | 1     |  |  |
| 0.62      | 0.62 |                | 1 |   |   | 1  |    |    | 2     |  |  |
| 0.79      | 0.79 |                |   |   |   | 1  |    |    | 1     |  |  |
| 1.2       | 1.20 |                |   |   |   | 1  |    |    | 1     |  |  |
| 1.36      | 1.36 |                |   |   |   | 1  |    |    | 1     |  |  |
| 1.4       | 1.40 |                |   |   |   | 1  |    |    | 1     |  |  |
| 1.5       | 1.50 |                |   |   |   | 1  |    |    | 1     |  |  |
| 1.6       | 1.60 |                |   |   |   | 1  |    |    | 1     |  |  |
| 1.71      | 1.72 |                |   |   |   | 1  |    |    | 1     |  |  |
| 1.8       | 1.81 |                |   |   |   | 1  |    |    | 1     |  |  |
| 1.85      | 1.86 |                |   |   |   | 1  |    |    | 1     |  |  |
| 2.12      | 2.13 |                |   |   |   |    | 1  |    | 1     |  |  |
| 2.41      | 2.42 |                |   |   |   | 1  |    |    | 1     |  |  |
| 2.51      | 2.52 |                |   |   |   | 1  |    |    | 1     |  |  |
| 2.78      | 2.79 |                |   |   |   | 1  |    |    | 1     |  |  |
| 2.83      | 2.84 |                |   |   | 1 |    |    |    | 1     |  |  |
| 3.69      | 3.70 |                |   |   |   | 1  |    |    | 1     |  |  |
| 3.72      | 3.73 |                |   |   |   | 1  |    |    | 1     |  |  |
| 3.99      | 4.00 |                |   |   |   | 1  |    |    | 1     |  |  |
| 4.07      | 4.08 |                |   |   |   | 1  |    |    | 1     |  |  |
| 4.49      | 4.50 |                |   | 1 |   | 2  |    |    | 3     |  |  |
| 4.95      | 4.97 |                |   |   |   | 2  |    |    | 2     |  |  |
| 5         | 5.02 | 1              |   |   |   |    |    |    | 1     |  |  |
| 5.19      | 5.21 | 1              |   |   |   |    |    |    | 1     |  |  |
| 5.29      | 5.31 |                |   |   |   |    |    | 1  | 1     |  |  |
| 5.55      | 5.57 |                |   |   |   | 1  |    |    | 1     |  |  |
| 5.84      | 5.86 |                |   |   |   | 1  |    |    | 1     |  |  |
| 5.96      | 5.98 |                |   |   |   | 1  |    |    | 1     |  |  |
|           |      | 2              | 1 | 2 | 2 | 24 | 1  | 1  | 33    |  |  |



# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0017 Years: 2005 - 2005  
Beginning MP: 0 Ending MP: 6.1

Page 1 of 1

| MP   | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |             | Vehicle |        |      | Coll Road |      | Contrib Circ |     | Driver<br>Intent | Fix<br>Obj | Traffic<br>cntrl | Surf<br>Cond | City     | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>u<br>a<br>n<br>s<br>r<br>g<br>c<br>s |       |    |   |
|------|----|-----------------------|-------------|----------|-------------|---------|--------|------|-----------|------|--------------|-----|------------------|------------|------------------|--------------|----------|--------|-------|--------------------|--|-------|----|---|
|      |    |                       |             | Year     | Month Day   | Type    | Number | Type | Dir       | Type | One          | Two |                  |            |                  |              |          |        |       |                    |  |       |    |   |
| 0.01 | A  |                       |             | 2005     | 8 23 13:46  | 1 1 3 4 | 1      | 07   | S         | 17   |              | 00  | 03               | T          | 5                | 1            | 43440    | 53     | 4950  | 25566              | 06   | 1     |    |   |
| 0.01 | A  |                       |             | 2005     | 8 23 13:46  | 1 1 3 4 | 1      | 07   | S         | 17   |              | 00  | 03               | T          | 5                | 1            | 25 43440 | 53     | 4950  | 25566              | 06   | 1     |    |   |
| 0.28 |    |                       |             | 2005     | 5 31 21:20  | 3 1 1 5 | 1      | 07   | N         | 17   |              | 00  | 01               | M          | B                | 1            | 43440    | 53     | 4950  | 16154              | 06   | 1     |    |   |
| 0.99 |    |                       |             | 2005     | 6 9 09:30   | 1 1 4 2 | 1      | 19   | E         | 02   |              | 00  | 01               |            | B                | 1            | 76900    | 53     | 2955  | 87121              | 06   | 1     |    |   |
| 0.99 |    |                       |             | 2005     | 6 9 09:30   | 1 1 4 2 | 2      | 07   | W         | 02   |              | 02  | 04               |            | B                | 1            | 76900    | 53     | 2955  | 87121              | 06   | 1     |    |   |
| 1.40 |    |                       |             | 2005     | 10 18 08:19 | 1 2 2 L | 8      | 1    | 07        | S    | 17           | 01  | 18               | 01         | B                | 2            | 76900    | 53     | 2955  | 77323              | 06   | 1     |    |   |
| 1.58 |    |                       |             | 2005     | 12 14 15:01 | 1 1 1 L | 6      | 1    | 07        | S    | 17           | 28  |                  | 01         | L                | B            | 1        | 76900  | 53    | 2955               | 71425  | 06    | 1  |   |
| 4.00 |    |                       |             | 2005     | 8 12 19:10  | 1 2 4 R | 6      | 8    | 1         | 38   | S            | 17  | 01               | 26         | 01               | D            | B        | 2      | 76900 | 53                 | 2955   | 82243 | 06 | 1 |
| 4.57 |    |                       |             | 2005     | 9 20 22:00  | 3 8 1 D |        | 1    | 02        | N    | 17           |     |                  | 01         | N                | B            | 1        | 76900  | 53    | 2955               | 28455  | 06    | 1  |   |

550 11 77 0 7 6.1 5003

| Sum Of Count | Acc Severity Cd |   |   |   |   |             |
|--------------|-----------------|---|---|---|---|-------------|
| Coll Type Cd | Coll Desc       | 1 | 2 | 3 | 4 | Grand Total |
| 02           | HEAD ON (LFT)   |   |   |   | 1 | 1           |
| 02 Total     |                 | 0 | 0 | 0 | 1 | 1           |
| 17           | SINGLE VEHICLE  | 3 | 1 | 1 | 1 | 6           |
| 17 Total     |                 | 3 | 1 | 1 | 1 | 6           |
| Grand Total  |                 | 3 | 1 | 1 | 2 | 7           |

# UTAH DEPARTMENT OF TRANSPORTATION

## Accident Types

Route No. 0017      Begin Milepoint 0      End Milepoint 6.1

End Year 2005      No. of Years 1

| Accident Type |                        | Count | Percent |
|---------------|------------------------|-------|---------|
| 2             | MV-MV                  | 1     | 14.29   |
| 4             | MV-BICYCLE             | 1     | 14.29   |
| 5             | MV-ANIMAL(WILD)        | 1     | 14.29   |
| D             | MV - ANIMAL (DOMESTIC) | 1     | 14.29   |
| L             | RAN OFF ROAD LEFT      | 2     | 28.57   |
| R             | RAN OFF ROAD RIGHT     | 1     | 14.29   |
| Total         |                        | 7     | 100.00  |

UTAH DEPARTMENT OF TRANSPORTATION

Surface Condition

Route No. 0017      Begin Milepoint 0      End Milepoint 6.1

End Year 2005      No. of Years 1

| Surface Condition | Count    | Percent       |
|-------------------|----------|---------------|
| 1 DRY             | 5        | 71.43         |
| 2 WET             | 2        | 28.57         |
| <b>Total</b>      | <b>7</b> | <b>100.00</b> |

UTAH DEPARTMENT OF TRANSPORTATION

Light Condition

Route No. 0017      Begin Milepoint 0      End Milepoint 6.1

End Year 2005      No. of Years 1

| Light Condition                  | Count    | Percent       |
|----------------------------------|----------|---------------|
| 1 DAYLIGHT                       | 5        | 71.43         |
| 3 DARKNESS STREET OR HIGHWAY NOT | 2        | 28.57         |
| <b>Total</b>                     | <b>7</b> | <b>100.00</b> |

SR-17

2005 - 2006

MP 0.0 - 6.1

| Milepoint   | Year |      | Grand Total |
|-------------|------|------|-------------|
|             | 2005 | 2006 |             |
| 0.01        | 1    |      | 1           |
| 0.28        | 1    |      | 1           |
| 0.99        | 1    |      | 1           |
| 1.4         | 1    |      | 1           |
| 1.58        | 1    |      | 1           |
| 3           |      | 1    | 1           |
| 3.18        |      | 1    | 1           |
| 4           | 1    |      | 1           |
| 4.57        | 1    |      | 1           |
| Grand Total | 7    | 2    | 9           |

SR-17

2005

MP 0.0 - 6.1

Coll

| Milepoint   | 02 | 17 | Grand Total |
|-------------|----|----|-------------|
| 0.01        |    | 1  | 1           |
| 0.28        |    | 1  | 1           |
| 0.99        | 1  |    | 1           |
| 1.4         |    | 1  | 1           |
| 1.58        |    | 1  | 1           |
| 4           |    | 1  | 1           |
| 4.57        |    | 1  | 1           |
| Grand Total | 1  | 6  | 7           |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0017  
Beginning MP: 0  
Years: 2002 - 2004  
Ending MP: 6.1

Page 1 of 3

| MP   | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |                | g<br>h<br>t | t<br>r<br>a<br>f<br>f<br>i<br>c<br>k<br>e<br>t | Acc Type |     | Vehicle | Coll Road |        | Contrib Circ |     | Driver Fix<br>Intent | Obj | Traff<br>cntrl | Surf<br>Condt | Ped | City | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>e<br>r<br>s |       |       |       |     |   |
|------|----|-----------------------|-------------|----------|----------------|-------------|--|----------|-----|---------|-----------|--------|--------------|-----|----------------------|-----|----------------|---------------|-----|------|--------|-------|--------------------|---|-------|-------|-------|-----|---|
|      |    |                       |             | Year     | Month Day Time |             |  | One      | Two |         | Three     | Number | Type         | Dir |                      |     |                |               |     |      |        |       |                    |   | Type  | Cond  | One   | Two |   |
| 0.16 |    | A                     |             | 2003     | 7              | 19          | 12:00  | 1        | 1   | 3       | 2         | U      | 1            | 07  | N                    | 09  | 00             | 99            | 04  | B    | 1      | 43440 | 53                 | 4950                                      | 24143 | 06    | 1     |     |   |
| 0.16 |    | A                     |             | 2003     | 7              | 19          | 12:00  | 1        | 1   | 3       | 2         | U      | 2            | 07  | N                    | 09  | 04             | 99            | 02  | B    | 1      | 43440 | 53                 | 4950                                      | 24143 | 06    | 1     |     |   |
| 0.30 |    |                       |             | 2002     | 12             | 5           | 15:00  | 1        | 1   | 4       | 2         | U      | 1            | 07  | N                    | 07  | 02             | 16            | 13  | B    | 1      | 43440 | 53                 | 4950                                      | 93763 | 06    | 1     |     |   |
| 0.30 |    |                       |             | 2002     | 12             | 5           | 15:00  | 1        | 1   | 4       | 2         | U      | 2            | 02  | N                    | 07  | 00             | 13            | 13  | B    | 1      | 43440 | 53                 | 4950                                      | 93763 | 06    | 1     |     |   |
| 0.62 |    |                       |             | 2003     | 2              | 28          | 08:00  | 1        | 1   | 2       | R         | 6      | 8            | 1   | 07                   | S   | 17             | 8             | 54  | 99   | 01     | P     | 9                  | 5   | 07203 | 06    | 1     |     |   |
| 0.62 |    | C                     |             | 2004     | 4              | 14          | 07:35  | 1        | 1   | 2       | 2         | U      | 1            | 07  | S                    | 05  | 01             | 07            | 01  | 9    | 1      | 43440 | 53                 | 4950                                      | 12213 | 06    | 1     |     |   |
| 0.62 |    | C                     |             | 2004     | 4              | 14          | 07:35  | 1        | 1   | 2       | 2         | U      | 2            | 02  | S                    | 05  | 00             | 99            | 04  | 9    | 1      | 43440 | 53                 | 4950                                      | 12213 | 06    | 1     |     |   |
| 0.79 |    |                       |             | 2003     | 2              | 28          | 06:55  | 2        | 4   | 1       | L         | 6      | 8            | 1   | 07                   | S   | 17             | 01            | 99  | 01   | L      | 9     | 5                  | 06818                                     | 06    | 1     |       |     |   |
| 1.20 |    |                       |             | 2003     | 8              | 18          | 16:45  | 1        | 8   | 2       | R         | L      | 6            | 1   | 07                   | N   | 17             | 18            | 99  | 01   | L      | B     | 1                  | 76900                                     | 53    | 2955  | 89720 | 06  | 1 |
| 1.36 |    |                       |             | 2003     | 2              | 10          | 20:32  | 3        | 1   | 1       | R         | 6      | 1            | 07  | S                    | 17  | 47             | 41            | 01  | C    | 1      | 76900 | 53                 | 2955                                      | 04911 | 06    | 1     |     |   |
| 1.36 |    |                       |             | 2003     | 2              | 10          | 20:32  | 3        | 1   | 1       | R         | 6      | 2            | 02  | N                    | 17  | 00             | 00            | 01  | E    | C      | 1     | 76900              | 53  | 2955  | 04911 | 06    | 1   |   |
| 1.40 |    |                       |             | 2004     | 4              | 27          | 18:14  | 1        | 1   | 1       | 8         | U      | 1            | 07  | S                    | 17  | 00             | 99            | 01  | B    | 1      | 76900 | 53                 | 2955                                      | 13562 | 06    | 1     |     |   |
| 1.50 |    |                       |             | 2004     | 3              | 2           | 07:47  | 1        | 1   | 2       | L         | 6      | 8            | 1   | 07                   | S   | 17             | 12            | 16  | 01   | L      | B     | 1                  | 76900                                     | 53    | 2955  | 95762 | 06  | 1 |
| 1.60 |    |                       |             | 2003     | 7              | 9           | 12:45  | 1        | 1   | 5       | R         | 8      | 1            | 10  | S                    | 17  | 26             | 42            | 01  | B    | 1      | 76900 | 53                 | 2955                                      | 91697 | 06    | 1     |     |   |
| 1.71 |    |                       |             | 2003     | 3              | 14          | 11:30  | 1        | 1   | 1       | 7         | U      | 1            | 38  | S                    | 17  | 00             | 99            | 01  | T    | 9      | 1     | 76900              | 53  | 2955  | 08629 | 06    | 1   |   |
| 1.80 |    |                       |             | 2003     | 4              | 9           | 15:50  | 1        | 1   | 4       | 4         | L      | 1            | 02  | N                    | 17  | 00             | 99            | 01  | B    | 1      | 22    | 76900              | 53  | 2955  | 96269 | 06    | 1   |   |
| 1.80 |    |                       |             | 2003     | 4              | 9           | 15:50  | 1        | 1   | 4       | 4         | L      | 1            | 02  | N                    | 17  | 00             | 99            | 01  | B    | 1      | 76900 | 53                 | 2955                                      | 96269 | 06    | 1     |     |   |
| 1.85 |    |                       |             | 2003     | 5              | 27          | 16:00  | 1        | 1   | 1       | R         | 6      | 1            | 02  | S                    | 17  | 9              | 18            | 25  | 01   | C      | B     | 1                  | 76900                                     | 53    | 2955  | 15879 | 06  | 1 |
| 2.12 |    | C                     |             | 2004     | 8              | 23          | 09:13  | 1        | 1   | 3       | 2         | U      | 1            | 02  | S                    | 22  | 04             | 99            | 01  | 9    | 1      | 76900 | 53                 | 2955                                      | 28612 | 06    | 1     |     |   |
| 2.12 |    | C                     |             | 2004     | 8              | 23          | 09:13  | 1        | 1   | 3       | 2         | U      | 2            | 02  | S                    | 22  | 16             | 99            | 05  | 9    | 1      | 76900 | 53                 | 2955                                      | 28612 | 06    | 1     |     |   |
| 2.41 |    | B                     |             | 2003     | 5              | 7           | 21:00  | 4        | 1   | 2       | L         | 6      | 1            | 07  | S                    | 17  | 1              | 00            | 99  | 01   | L      | B     | 1                  | 76900                                     | 53    | 2955  | 13758 | 06  | 1 |
| 2.51 |    |                       |             | 2003     | 12             | 19          | 18:30  | 3        | 1   | 1       | 5         | U      | 1            | 02  | N                    | 17  | 00             | 99            | 01  | M    | B      | 1     | 76900              | 53  | 2955  | 42607 | 06    | 1   |   |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0017 Years: 2002 - 2004  
Beginning MP: 0 Ending MP: 6.1

Page 2 of 3

| MP   | KP | Inter<br>sect<br>Ramp<br>Type | Accident |                   | Vehicle |        |     | Acc Type |      | Coll Road |     | Contrib Circ |     |     | Driver Fix<br>Intent |     |       | City | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>e<br>r<br>g<br>c<br>s |
|------|----|-------------------------------|----------|-------------------|---------|--------|-----|----------|------|-----------|-----|--------------|-----|-----|----------------------|-----|-------|------|--------|-------|--------------------|---|
|      |    |                               | Year     | Month Day Time    | Type    | Number | Dir | Type     | Cond | One       | Two | One          | Two | Obj | Surf                 | Ped | Condt |      |        |       |                    |   |
| 2.78 |    |                               | 2003     | 6 21 16:50 1 1 1  | R       | 6      | 1   | 02       | N    | 17        | 12  | 99           | 01  | L   | 9                    | 1   | 76900 | 53   | 2955   | 19734 | 06 1               |   |
| 2.83 | B  |                               | 2002     | 5 23 15:45 1 8 3  | 2 8     | 1      | 02  | N        | 09   | 00        | 99  | 04           | B   | 1   |                      |     | 76900 | 53   | 2925   | 22536 | 06 1               |   |
| 2.83 | B  |                               | 2002     | 5 23 15:45 1 8 3  | 2 8     | 2      | 19  | N        | 09   | 04        | 99  | 02           | B   | 1   |                      |     | 76900 | 53   | 2925   | 22536 | 06 1               |   |
| 3.69 |    |                               | 2002     | 9 11 05:00 3 1 2  | D U     | 1      | 02  | N        | 17   | 00        | 01  | N            | 9   | 1   |                      |     | 76900 | 53   | 2925   | 38309 | 06 1               |   |
| 3.72 |    |                               | 2002     | 2 20 06:55 1 1 2  | R 6     | 8 1    | 38  | N        | 17   | 18        | 44  | 01           | L   | B   | 1                    |     | 76900 | 53   | 2925   | 08722 | 06 1               |   |
| 3.99 |    |                               | 2003     | 1 2 17:50 5 1 1   | 5 U     | 1      | 02  | N        | 17   | 00        | 99  | 01           | M   | B   | 1                    |     | 76900 | 53   | 2955   | 99747 | 06 1               |   |
| 4.07 |    |                               | 2003     | 11 14 16:34 1 1 1 | R 8     | 6 1    | 02  | E        | 17   | 54        | 28  | 01           | I   | C   | 1                    |     | 76900 | 53   | 2955   | 37798 | 06 1               |   |
| 4.49 |    |                               | 2002     | 12 4 21:03 3 1 3  | R 8     | 1      | 02  | S        | 17   | 18        |     | 01           | B   | 1   |                      |     | 76900 | 53   | 2925   | 49197 | 06 1               |   |
| 4.49 |    |                               | 2003     | 10 27 07:16 1 1 2 | 2 U     | 1      | 10  | N        | 07   | 03        | 99  | 01           | B   | 1   |                      |     | 76900 | 53   | 2955   | 85541 | 06 1               |   |
| 4.49 |    |                               | 2003     | 10 27 07:16 1 1 2 | 2 U     | 2      | 02  | S        | 07   | 00        | 99  | 01           | B   | 1   |                      |     | 76900 | 53   | 2955   | 85541 | 06 1               |   |
| 4.49 |    |                               | 2003     | 10 27 07:16 1 1 2 | 2 U     | 3      | 02  | N        | 07   | 00        | 99  | 01           | B   | 1   |                      |     | 76900 | 53   | 2955   | 85541 | 06 1               |   |
| 4.49 |    |                               | 2004     | 2 16 06:50 2 1 1  | 5 U     | 1      | 02  | S        | 17   | 00        | 99  | 01           | M   | B   | 1                    |     | 76900 | 53   | 2955   | 06342 | 06 1               |   |
| 4.95 |    |                               | 2003     | 7 15 01:26 3 1 1  | R 6     | 1      | 07  | S        | 17   | 9         | 01  | 29           | 01  | L   | 9                    | 1   | 00000 | 53   | 1965   | 21839 | 06 1               |   |
| 4.95 |    |                               | 2003     | 7 17 01:30 3 1 1  | A 6     | 1      | 06  | S        | 17   | 9         | 00  | 99           | 06  | T   | 9                    | 1   | 00000 | 53   | 1965   | 23240 | 06 1               |   |
| 5.00 |    |                               | 2003     | 9 5 15:40 1 8 1   | 2 R     | 1      | 02  | S        | 01   | 03        | 16  | 01           | B   | 1   |                      |     | 00000 | 53   | 1965   | 88685 | 06 1               |   |
| 5.00 |    |                               | 2003     | 9 5 15:40 1 8 1   | 2 R     | 2      | 02  | N        | 01   | 00        | 99  | 01           | B   | 1   |                      |     | 00000 | 53   | 1965   | 88685 | 06 1               |   |
| 5.19 |    |                               | 2003     | 11 18 19:55 3 1 4 | 2 R     | 2 1    | 02  | E        | 01   | 03        | 99  | 01           | B   | 1   | 12                   |     | 00000 | 53   | 1965   | 83876 | 06 1               |   |
| 5.19 |    |                               | 2003     | 11 18 19:55 3 1 4 | 2 R     | 2 1    | 02  | E        | 01   | 03        | 99  | 01           | B   | 1   |                      |     | 00000 | 53   | 1965   | 83876 | 06 1               |   |
| 5.19 |    |                               | 2003     | 11 18 19:55 3 1 4 | 2 R     | 2 2    | 02  | W        | 01   | 00        | 99  | 01           | B   | 1   | 12                   |     | 00000 | 53   | 1965   | 83876 | 06 1               |   |
| 5.19 |    |                               | 2003     | 11 18 19:55 3 1 4 | 2 R     | 2 2    | 02  | W        | 01   | 00        | 99  | 01           | B   | 1   |                      |     | 00000 | 53   | 1965   | 83876 | 06 1               |   |
| 5.19 |    |                               | 2003     | 11 18 19:55 3 1 4 | 2 R     | 2 3    | 02  | W        | 01   | 00        | 99  | 11           | B   | 1   | 12                   |     | 00000 | 53   | 1965   | 83876 | 06 1               |   |
| 5.19 |    |                               | 2003     | 11 18 19:55 3 1 4 | 2 R     | 2 3    | 02  | W        | 01   | 00        | 99  | 11           | B   | 1   |                      |     | 00000 | 53   | 1965   | 83876 | 06 1               |   |
| 5.29 |    |                               | 2004     | 10 25 17:38 1 1 1 | 2 U     | 1      | 11  | S        | 26   | 15        | 99  | 06           | 9   | 1   |                      |     | 00000 | 53   | 1965   | 78981 | 06 1               |   |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0017 Years: 2002 - 2004  
Beginning MP: 0 Ending MP: 6.1

Page 3 of 3

| MP   | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |       | Vehicle |       | Acc Type |       | Contrib Circ |      | Coll Road |     | Driver Fix |     | Traffic |     | Surf | Ped | City | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>r<br>g<br>c<br>s |       |       |      |     |
|------|----|-----------------------|-------------|----------|-------|---------|-------|----------|-------|--------------|------|-----------|-----|------------|-----|---------|-----|------|-----|------|--------|-------|--------------------|--|-------|-------|------|-----|
|      |    |                       |             | Year     | Month | Day     | Time  | Year     | Month | Day          | Time | One       | Two | One        | Two | Intent  | Obj |      |     |      |        |       |                    |  | cntrl | Cond  |      |     |
|      |    |                       |             |          |       |         |       |          |       |              |      |           |     |            |     |         |     |      |     |      |        |       |                    |  |       |       | Type | Dir |
| 5.29 |    |                       |             | 2004     | 10    | 25      | 17:38 | 1        | 1     | 1            | 2    | U         | 2   | 07         | S   | 26      | 00  | 99   | 11  | 9    | 1      | 00000 | 53                 | 1965   | 78981 | 06    | 1    |     |
| 5.55 |    |                       |             | 2004     | 6     | 12      | 07:00 | 1        | 1     | 2            | R    | 6         | 1   | 02         | S   | 17      | 40  | 27   | 01  | G    | B      | 1     | 00000              | 53   | 1965  | 19120 | 06   | 1   |
| 5.84 |    |                       |             | 2002     | 11    | 17      | 15:41 | 1        | 1     | 1            | 8    | U         | 1   | 02         | N   | 17      | 16  |      | 01  | B    | 1      | 00000 | 53                 | 1965   | 94185 | 06    | 1    |     |
| 5.96 |    |                       |             | 2002     | 2     | 1       | 10:15 | 1        | 1     | 3            | 1    | U         | 1   | 10         | N   | 17      | 16  | 99   | 08  | 9    | 1      | 09    | 00000              | 53   | 1965  | 05568 | 06   | 1   |
| 5.96 |    |                       |             | 2002     | 2     | 1       | 10:15 | 1        | 1     | 3            | 1    | U         | 1   | 10         | N   | 17      | 16  | 99   | 08  | 9    | 1      | 00000 | 53                 | 1965   | 05568 | 06    | 1    |     |

SR-11 2002-2004 17P Q.V. 6.1

| Sum Of Count | Acc Severity Cd                  |    |   |   |   |   |             |
|--------------|----------------------------------|----|---|---|---|---|-------------|
| Coll Type Cd | Coll Desc                        | 1  | 2 | 3 | 4 | 5 | Grand Total |
| 01           | HEAD ON                          | 1  |   |   | 1 |   | 2           |
| 01 Total     |                                  | 1  | 0 | 0 | 1 | 0 | 2           |
| 05           | SAME DIRECTION TURN LEFT REAREND |    | 1 |   |   |   | 1           |
| 05 Total     |                                  | 0  | 1 | 0 | 0 | 0 | 1           |
| 07           | SIDE SWIPE (SAME)                |    | 1 |   | 1 |   | 2           |
| 07 Total     |                                  | 0  | 1 | 0 | 1 | 0 | 2           |
| 09           | SAME DIR (1 LFT)                 |    |   | 2 |   |   | 2           |
| 09 Total     |                                  | 0  | 0 | 2 | 0 | 0 | 2           |
| 17           | SINGLE VEHICLE                   | 13 | 7 | 2 | 1 | 1 | 24          |
| 17 Total     |                                  | 13 | 7 | 2 | 1 | 1 | 24          |
| 22           | UTURN (1 STR)                    |    |   | 1 |   |   | 1           |
| 22 Total     |                                  | 0  | 0 | 1 | 0 | 0 | 1           |
| 26           | PARKED                           | 1  |   |   |   |   | 1           |
| 26 Total     |                                  | 1  | 0 | 0 | 0 | 0 | 1           |
| Grand Total  |                                  | 15 | 9 | 5 | 3 | 1 | 33          |

# UTAH DEPARTMENT OF TRANSPORTATION

## Accident Types

Route No. 0017      Begin Milepoint 0      End Milepoint 6.1  
 End Year 2004      No. of Years 3

| Accident Type |                        | Count | Percent |
|---------------|------------------------|-------|---------|
| 1             | MV-PEDESTRIAN          | 1     | 3.03    |
| 2             | MV-MV                  | 9     | 27.27   |
| 4             | MV-BICYCLE             | 1     | 3.03    |
| 5             | MV-ANIMAL(WILD)        | 3     | 9.09    |
| 7             | MV-OTHER OBJECT        | 1     | 3.03    |
| 8             | OVERTURNED IN ROADWAY  | 2     | 6.06    |
| A             | OTHER NON-COLLISION    | 1     | 3.03    |
| D             | MV - ANIMAL (DOMESTIC) | 1     | 3.03    |
| L             | RAN OFF ROAD LEFT      | 3     | 9.09    |
| R             | RAN OFF ROAD RIGHT     | 11    | 33.33   |
| Total         |                        | 33    | 100.00  |

UTAH DEPARTMENT OF TRANSPORTATION

Surface Condition

Route No. 0017      Begin Milepoint 0      End Milepoint 6.1

End Year 2004      No. of Years 3

| Surface Condition | Count     | Percent       |
|-------------------|-----------|---------------|
| 1 DRY             | 31        | 93.94         |
| 5 ICY             | 2         | 6.06          |
| <b>Total</b>      | <b>33</b> | <b>100.00</b> |

UTAH DEPARTMENT OF TRANSPORTATION

Light Condition

Route No. 0017      Begin Milepoint 0      End Milepoint 6.1

End Year 2004      No. of Years 3

| Light Condition                  | Count     | Percent       |
|----------------------------------|-----------|---------------|
| 1 DAYLIGHT                       | 22        | 66.67         |
| 2 DAWN                           | 2         | 6.06          |
| 3 DARKNESS STREET OR HIGHWAY NOT | 7         | 21.21         |
| 4 DARKNESS STREET OR HIGHWAY LIG | 1         | 3.03          |
| 5 DUSK                           | 1         | 3.03          |
| <b>Total</b>                     | <b>33</b> | <b>100.00</b> |

SR-17

2002 - 2004

MP 0.0 to 6.1

Cell

| Milepoint   | 01 | 05 | 07 | 09 | 17 | 22 | 26 | Grand Total |
|-------------|----|----|----|----|----|----|----|-------------|
| 0.16        |    |    |    | 1  |    |    |    | 1           |
| 0.3         |    |    | 1  |    |    |    |    | 1           |
| 0.62        |    | 1  |    |    | 1  |    |    | 2           |
| 0.79        |    |    |    |    | 1  |    |    | 1           |
| 1.2         |    |    |    |    | 1  |    |    | 1           |
| 1.36        |    |    |    |    | 1  |    |    | 1           |
| 1.4         |    |    |    |    | 1  |    |    | 1           |
| 1.5         |    |    |    |    | 1  |    |    | 1           |
| 1.6         |    |    |    |    | 1  |    |    | 1           |
| 1.71        |    |    |    |    | 1  |    |    | 1           |
| 1.8         |    |    |    |    | 1  |    |    | 1           |
| 1.85        |    |    |    |    | 1  |    |    | 1           |
| 2.12        |    |    |    |    |    | 1  |    | 1           |
| 2.41        |    |    |    |    | 1  |    |    | 1           |
| 2.51        |    |    |    |    | 1  |    |    | 1           |
| 2.78        |    |    |    |    | 1  |    |    | 1           |
| 2.83        |    |    |    | 1  |    |    |    | 1           |
| 3.69        |    |    |    |    | 1  |    |    | 1           |
| 3.72        |    |    |    |    | 1  |    |    | 1           |
| 3.99        |    |    |    |    | 1  |    |    | 1           |
| 4.07        |    |    |    |    | 1  |    |    | 1           |
| 4.49        |    |    | 1  |    | 2  |    |    | 3           |
| 4.95        |    |    |    |    | 2  |    |    | 2           |
| 5           | 1  |    |    |    |    |    |    | 1           |
| 5.19        | 1  |    |    |    |    |    |    | 1           |
| 5.29        |    |    |    |    |    |    | 1  | 1           |
| 5.55        |    |    |    |    | 1  |    |    | 1           |
| 5.84        |    |    |    |    | 1  |    |    | 1           |
| 5.96        |    |    |    |    | 1  |    |    | 1           |
| Grand Total | 2  | 1  | 2  | 2  | 24 | 1  | 1  | 33          |

SR-17

2002 - 2004

MP 0.0 to 6.1

year

| Milepoint   | 2002 | 2003 | 2004 | Grand Total |
|-------------|------|------|------|-------------|
| 0.16        |      | 1    |      | 1           |
| 0.3         | 1    |      |      | 1           |
| 0.62        |      | 1    | 1    | 2           |
| 0.79        |      | 1    |      | 1           |
| 1.2         |      | 1    |      | 1           |
| 1.36        |      | 1    |      | 1           |
| 1.4         |      |      | 1    | 1           |
| 1.5         |      |      | 1    | 1           |
| 1.6         |      | 1    |      | 1           |
| 1.71        |      | 1    |      | 1           |
| 1.8         |      | 1    |      | 1           |
| 1.85        |      | 1    |      | 1           |
| 2.12        |      |      | 1    | 1           |
| 2.41        |      | 1    |      | 1           |
| 2.51        |      | 1    |      | 1           |
| 2.78        |      | 1    |      | 1           |
| 2.83        | 1    |      |      | 1           |
| 3.69        | 1    |      |      | 1           |
| 3.72        | 1    |      |      | 1           |
| 3.99        |      | 1    |      | 1           |
| 4.07        |      | 1    |      | 1           |
| 4.49        | 1    | 1    | 1    | 3           |
| 4.95        |      | 2    |      | 2           |
| 5           |      | 1    |      | 1           |
| 5.19        |      | 1    |      | 1           |
| 5.29        |      |      | 1    | 1           |
| 5.55        |      |      | 1    | 1           |
| 5.84        | 1    |      |      | 1           |
| 5.96        | 1    |      |      | 1           |
| Grand Total | 7    | 19   | 7    | 33          |



# Highway Reference

Mar 05

2005 to 2006

Page 1 of 2

03/14/2007 11:34:30 AM

Route Name 0017 P

From Route 9 in LaVerkin northerly to Route 15 at Anderson Junction.

| Accum.<br>Mile | Feature Description |  |
|----------------|---------------------|--|
| 0.000          | Route Begins        | At Junction SR-9 Crossing at North Side Curb via State Street in LaVerkin City "Washington County" |
| 0.108          | Road Right          | To LaVerkin City Cemetery  |
| 0.175          | Street Crossing     | 630 North  |
| 0.397          | Street Crossing     | 740 North  |
| 0.475          | Incorporated Limit  | LaVerkin City North Limits "Sign"  |
| 0.540          | Pipe Culvert        |  |
| 0.637          | Bridge - South End  | LaVerkin Creek - 0F 589  |
| 0.670          | Bridge - North End  | LaVerkin Creek - 0F 589  |
| 0.871          | Street Left         | Chaparell Drive  |
| 0.896          | Pipe Culvert        |  |
| 1.000          | Milepost            | 1  |
| 1.278          | Pipe Culvert        |  |
| 1.318          | Street Right        | Cholla   |
| 1.414          | Pipe Culvert        |  |
| 1.581          | Street Right        | Shadow Creek Lane  |
| 1.638          | Street Left         | To Toquerville City Cemetery   |
| 1.656          | Street Right        | Treasure View Lane   |
| 2.000          | Milepost            | 2  |
| 2.121          | Street Right        | Hunter Lane  |
| 2.172          | Pipe Culvert        |  |
| 2.276          | Box Culvert         |  |
| 2.399          | Street Left         | Pioneer Road   |
| 2.526          | Pipe Culvert        |  |
| 2.676          | Pipe Culvert        |  |
| 2.814          | Pipe Culvert        |  |
| 2.843          | Street Left         | Pioneer Road   |
| 2.864          | Incorporated Limit  | Toquerville City South Limits "Sign"   |
| 2.878          | Street Left         | Westfield Road via Toquerville Blvd.   |
| 3.000          | Milepost            | 3  |
| 3.008          | Street Left         | Center Avenue  |
| 3.133          | Street Crossing     | Pecan Avenue   |
| 3.189          | Street Right        | Lilly Lane   |
| 3.258          | Street Crossing     | Old Church Street  |
| 3.362          | Street Left         | Ash Creek Drive  |
| 3.398          | Street Right        | Springs Drive  |
| 3.436          | Bridge - South End  | Ash Creek - 0F 550   |
| 3.466          | Bridge - North End  | Ash Creek - 0F 550   |
| 4.000          | Milepost            | 4  |
| 4.890          | Pipe Culvert        |  |
| 4.961          | Pipe Culvert        |  |
| 5.000          | Milepost            | 5  |
| 5.283          | Pipe Culvert        |  |
| 5.640          | Road Left           |  |
| 5.703          | Pipe Culvert        |  |

old

New

start

0.00

0.00

0

End

6.040

6.060

.02



## Highway Reference

Page 2 of 2

03/14/2007 11:34:30 AM

Route Name      **0017 P**

| Accum.<br>Mile | Feature Description |
|----------------|---------------------|
|----------------|---------------------|

|       |                       |
|-------|-----------------------|
| 5.893 | On Ramp      To I-15P |
|-------|-----------------------|

|       |              |
|-------|--------------|
| 5.905 | Pipe Culvert |
|-------|--------------|

|       |                                  |
|-------|----------------------------------|
| 5.949 | Road Crossing      Frontage Road |
|-------|----------------------------------|

|       |                          |
|-------|--------------------------|
| 5.980 | Off Ramp      From I-15P |
|-------|--------------------------|

|       |                 |
|-------|-----------------|
| 6.000 | Milepost      6 |
|-------|-----------------|

|       |                     |
|-------|---------------------|
| 6.010 | Overpass      I-15P |
|-------|---------------------|

|       |                     |
|-------|---------------------|
| 6.030 | Overpass      I-15N |
|-------|---------------------|

|       |                          |
|-------|--------------------------|
| 6.055 | On & Off Ramp      I-15N |
|-------|--------------------------|

|       |   |
|-------|---|
| 6.060 | Route Ends      At I-15N On and Off Ramps at West Side Shoulder |
|-------|---|

STATE ROUTE SR-17B

From Route 9 in LaVerkin northerly to Route 15 at Anderson Junction.

| COUNTY:    |       |       |  |  |   |                  | PAGE 1 OF 2 |
|------------|-------|-------|--|--|---|------------------|-------------|
| Washington |       |       |  |  |   |                  |             |
| OFFSET     | DIFF  | ACCOM |  |  |   |                  | ROUTE LNTH  |
|            |       | MILE  |  |  |   |                  |             |
| 0.000      | 0.000 | 0.000 |  |  | Reference Post 0  | STANDARD ADDRESS | 6.040       |
|            |       |       |  |  |   | REMARK           |             |
| 0.000      | 0.000 | 0.000 |  |  | Begin SR-17 at Jct. SR-9 at North Side Shoulder via State Street in LaVerkin "Washington County" - Functional Class Minor Arterial - Maintenance Station No. 4522/Hurricane |                  | 0+0.00      |
| 0.105      | 0.105 | 0.105 |  |  | Entrance Right to LaVerkin City Cemetery  |                  | 0+0.11      |
| 0.174      | 0.069 | 0.174 |  |  | 630 North Crossing  |                  | 0+0.17      |
| 0.410      | 0.236 | 0.410 |  |  | Street Crossing - 740 North Left  |                  | 0+0.41      |
| 0.613      | 0.203 | 0.613 |  |  | Private Road Right  |                  | 0+0.61      |
| 0.632      | 0.019 | 0.632 |  |  | South End of SR-17 Structure over LaVerkin Creek  |                  | 0+0.63      |
| 0.632      | 0.000 | 0.632 |  |  | OF-589  |                  | 0+0.63      |
| 0.665      | 0.033 | 0.665 |  |  | North End of SR-17 Structure over LaVerkin Creek  |                  | 0+0.67      |
| 0.850      | 0.185 | 0.850 |  |  | LaVerkin City/North Limits & Toquerville City/South Limits  |                  | 0+0.85      |
| 0.866      | 0.016 | 0.866 |  |  | Street Left   |                  | 0+0.87      |
| 1.006      | 0.140 | 1.006 |  |  | Reference Post 1  |                  | 1+0.00      |
| 0.148      | 0.148 | 1.154 |  |  | Box Culvert Wash  |                  | 1+0.15      |
| 0.305      | 0.158 | 1.312 |  |  | Cholla Street Right   |                  | 1+0.31      |
| 0.568      | 0.262 | 1.574 |  |  | Shadow Creek Lane Right   |                  | 1+0.57      |
| 0.623      | 0.055 | 1.629 |  |  | Cemetery Street Left at Angle to Toquerville  |                  | 1+0.62      |
| 0.641      | 0.018 | 1.647 |  |  | Treasure View Lane Right  |                  | 1+0.64      |
| 1.005      | 0.364 | 2.011 |  |  | Reference Post 2  |                  | 2+0.00      |
| 0.073      | 0.073 | 2.084 |  |  | "Y" Connection Right  |                  | 2+0.07      |
| 0.109      | 0.096 | 2.120 |  |  | Hunter Lane Right at Angle  |                  | 2+0.11      |
| 0.382      | 0.273 | 2.393 |  |  | Pioneer Road Left at Angle  |                  | 2+0.38      |
| 0.825      | 0.443 | 2.836 |  |  | Pioneer Road Left at Angle  |                  | 2+0.83      |
| 0.858      | 0.033 | 2.869 |  |  | Westfield Road Left   |                  | 2+0.86      |
| 0.978      | 0.120 | 2.989 |  |  | Reference Post 3  |                  | 3+0.00      |
| 0.010      | 0.010 | 2.999 |  |  | Old Jackson Lane Road Left (Center Avenue)  |                  | 3+0.01      |
| 0.134      | 0.124 | 3.123 |  |  | Pecan Avenue Crossing (Offset)  |                  | 3+0.13      |
| 0.189      | 0.055 | 3.178 |  |  | Lily Lane Right   |                  | 3+0.19      |
| 0.259      | 0.070 | 3.248 |  |  | Old Church Avenue Crossing  |                  | 3+0.26      |
|            |       |       |  |  |   |                  |             |
|            |       |       |  |  |   |                  |             |

## STATE ROUTE SR-17B

| COUNTY:    |        |       |       |    |   | ROUTE LENGTH |
|------------|--------|-------|-------|----|---|--------------|
| Washington |        |       |       |    |   | 6.040        |
| OFFSET     | OFFSET | DIFF  | ACCU  | MI | REMARK  | ADDRESS      |
| 0.362      |        | 0.103 | 3.351 |    | Ash Creek Drive Left  | 3+0.36       |
| 0.399      |        | 0.037 | 3.388 |    | Springs Drive Right   | 3+0.40       |
| 0.436      |        | 0.037 | 3.425 |    | South End of SR-17 Structure over Ash Creek                     | 3+0.44       |
| 0.436      |        | 0.000 | 3.425 |    | OF-550  | 3+0.44       |
| 0.465      |        | 0.029 | 3.454 |    | North End of SR-17 Structure over Ash Creek                     | 3+0.44       |
| 0.615      |        | 0.150 | 3.604 |    | Shady Lane Right  | 3+0.47       |
| 1.002      |        | 0.387 | 3.991 |    | Reference Post 4  | 3+0.62       |
| 0.570      |        | 0.570 | 4.561 |    | Toquerville City/North Limits                                   | 4+0.00       |
| 0.621      |        | 0.051 | 4.612 |    | Unimproved Road Left  | 4+0.57       |
| 1.002      |        | 0.381 | 4.993 |    | Reference Post 5  | 4+0.62       |
| 0.321      |        | 0.321 | 5.314 |    | Entrance Left to State Stockpile                                | 5+0.00       |
| 0.633      |        | 0.312 | 5.626 |    | Road Left   | 5+0.32       |
| 0.863      |        | 0.230 | 5.856 |    | Jct. SR-15 N.B. On Ramp from N.B. SR-17                         | 5+0.63       |
| 0.940      |        | 0.077 | 5.933 |    | N.B. On Ramp from S.B. SR-17 & East Frontage Road Left (Offset) | 5+0.86       |
| 0.969      |        | 0.029 | 5.962 |    | N.B. SR-15 Off Ramp   | 5+0.94       |
| 0.998      |        | 0.029 | 5.991 |    | SR-15 N.B. Structure over SR-17                                 | 5+0.97       |
| 1.005      |        | 0.007 | 5.998 |    | Reference Post 5  | 5+1.00       |
| 0.013      |        | 0.013 | 6.011 |    | SR-15 S.B. Structure over SR-17                                 | 6+0.00       |
| 0.042      |        | 0.029 | 6.040 |    | SR-15 S.B. On and Off Ramps - End SR-17 at West Side Shoulder   | 6+0.01       |
|            |        |       |       |    |   | 6+0.04       |

# State Route 59

# UTAH DEPARTMENT OF TRANSPORTATION

## Operational Safety Report

State Route            59                            Length        22.21  
Milepoint            0                            to            22.21

| Year | Number of<br>Accidents | Rate | Fatal<br>Accidents | Fatal<br>Rate | Fatalities | Fatalities<br>Rate | ADT  | Severity |
|------|------------------------|------|--------------------|---------------|------------|--------------------|------|----------|
| 2005 | 32                     | 1.46 | 0                  | 0.00          | 0          | 0.00               | 2709 | 1.5      |
| 2004 | 38                     | 1.73 | 0                  | 0.00          | 0          | 0.00               | 2709 | 1.58     |
| 2003 | 40                     | 1.82 | 2                  | 9.11          | 2          | 9.11               | 2709 | 1.88     |
| 2002 | 23                     | 1.05 | 1                  | 4.58          | 1          | 4.58               | 2694 | 2.09     |

### Accidents Totals and Averages

|             |      |                   |       |          |
|-------------|------|-------------------|-------|----------|
| Total Acc   | 133  | Average Acc       | 33.25 | Expected |
| Average ADT | 2709 | Average Severity  | 1.76  | 1.70     |
|             |      | Average Acc. Rate | 1.52  | 1.46     |

# SR-59 Accident History

2002 to 2004

Milepoint 0.00 to 22.16

| milepoint |      | Collision Type |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |       |  |
|-----------|------|----------------|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|-------|--|
| Old       | New  | 1              | 2 | 3 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 17 | 18 | 22 | 26 | Total |  |
| 0         | 0.00 |                | 1 |   |   |   |   |   |   | 1  | 1  |    |    |    |    |    |    |    | 3     |  |
| 0.13      | 0.13 |                | 1 |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    | 1     |  |
| 0.28      | 0.28 |                |   |   |   |   |   |   |   |    |    |    |    | 1  |    |    |    |    | 1     |  |
| 1         | 1.00 |                |   |   |   |   |   | 1 |   |    |    |    |    |    |    |    |    |    | 1     |  |
| 1.05      | 1.05 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 1.8       | 1.80 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 1.95      | 1.95 |                |   |   |   |   |   |   |   |    | 1  |    |    |    |    |    |    |    | 1     |  |
| 2         | 2.00 |                |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    | 1     |  |
| 2.16      | 2.16 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 2.4       | 2.41 | 1              |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 2.5       | 2.51 |                |   | 1 |   |   |   |   |   |    |    |    |    |    |    |    |    |    | 1     |  |
| 2.6       | 2.61 | 1              |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    | 1     |  |
| 2.7       | 2.71 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 3         | 3.01 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 3.5       | 3.51 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 4.2       | 4.21 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 4.7       | 4.71 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 4.9       | 4.91 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 4.99      | 5.00 |                |   |   |   |   |   |   |   |    | 1  |    |    |    |    |    |    |    | 1     |  |
| 5.4       | 5.41 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 5.9       | 5.91 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 6         | 6.01 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 6.1       | 6.11 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 6.4       | 6.41 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 6.5       | 6.51 |                |   |   |   |   |   |   |   |    |    |    |    |    | 1  |    |    |    | 1     |  |
| 7         | 7.02 |                |   |   |   |   |   |   |   |    |    |    |    |    | 2  |    |    |    | 2     |  |

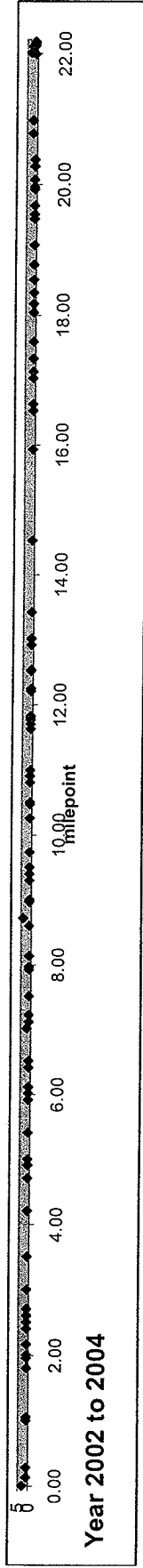
[illegible]



# SR-59 Accident History

2002 to 2004

Milepoint 0.00 to 22.16

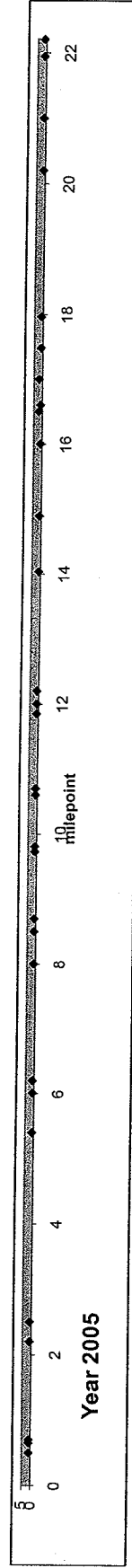


# SR-59 Accident History

2005

Milepoint 0.00 to 22.21

| milepoint | Collision Type |   |   |   |   |    |    |       |  |  |
|-----------|----------------|---|---|---|---|----|----|-------|--|--|
|           | 1              | 3 | 4 | 6 | 7 | 11 | 17 | Total |  |  |
| 0.5       |                |   |   | 1 |   |    |    | 1     |  |  |
| 0.65      |                |   | 1 |   |   |    |    | 1     |  |  |
| 0.7       |                |   |   |   |   |    | 1  | 1     |  |  |
| 2.2       |                |   |   |   |   |    | 1  | 1     |  |  |
| 2.5       |                |   |   |   |   |    | 1  | 1     |  |  |
| 5.4       |                |   |   |   |   |    | 1  | 1     |  |  |
| 6.01      |                | 1 |   |   |   |    |    | 1     |  |  |
| 6.2       |                |   |   |   |   |    | 1  | 1     |  |  |
| 8         |                |   |   |   |   |    | 1  | 1     |  |  |
| 8.5       |                |   |   |   |   |    | 1  | 1     |  |  |
| 8.7       |                |   |   |   |   |    | 1  | 1     |  |  |
| 9.73      |                |   |   |   | 1 |    |    | 1     |  |  |
| 9.81      |                |   |   |   |   |    | 1  | 1     |  |  |
| 10.6      |                |   |   |   |   |    | 1  | 1     |  |  |
| 10.7      |                |   |   |   |   |    | 1  | 1     |  |  |
| 11.85     |                |   |   |   |   |    | 1  | 1     |  |  |
| 12        |                |   |   |   |   |    | 1  | 1     |  |  |
| 12.2      |                |   |   |   |   |    | 1  | 1     |  |  |
| 14.03     |                | 1 |   |   |   |    |    | 1     |  |  |
| 14.89     |                |   |   |   |   |    | 1  | 1     |  |  |
| 16        |                |   |   |   |   |    | 1  | 1     |  |  |
| 16.5      |                | 1 |   |   |   |    | 1  | 2     |  |  |
| 16.6      |                |   |   |   |   |    | 1  | 1     |  |  |
| 17        |                |   |   | 1 |   |    | 1  | 2     |  |  |
| 17.48     |                |   |   |   |   |    | 1  | 1     |  |  |
| 17.96     |                |   |   |   |   |    | 1  | 1     |  |  |
| 20.2      | 1              |   |   |   |   |    |    | 1     |  |  |
| 21        |                |   |   | 1 |   |    |    | 1     |  |  |
| 21.94     |                |   |   |   |   | 1  |    | 1     |  |  |
| 22.2      |                |   |   |   |   |    | 1  | 1     |  |  |
|           | 1              | 3 | 1 | 3 | 1 | 1  | 22 | 32    |  |  |



# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0059  
Beginning MP: 0  
Ending MP: 22.21

Years: 2002 - 2004

Page 1 of 7

| MP   | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |       | g h t |       | Year | Acc Type |     | Vehicle |       | Coll Road |      | Contrib Circ |      | Driver Fix<br>Intent | Obj | Surf | Ped | City | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>u<br>a<br>n<br>s<br>g<br>r<br>e |            |            |
|------|----|-----------------------|-------------|----------|-------|-------|-------|------|----------|-----|---------|-------|-----------|------|--------------|------|----------------------|-----|------|-----|------|--------|-------|--------------------|---|------------|------------|
|      |    |                       |             | Year     | Month | Day   | Time  |      | Y        | One | Two     | Three | Number    | Type | Dir          | Type |                      |     |      |     |      |        |       |                    |   | Cond       | One        |
| 0    |    | A                     |             | 2003     | 2     | 24    | 12:30 | 1    | 2        | 1   | 2       | U     | 1         | 02   | E            | 10   | 08                   | 16  | 04   | 9   | 2    | 00000  | 53    | 2780               | 05745 06 1                                |            |            |
| 0    |    | A                     |             | 2003     | 2     | 24    | 12:30 | 1    | 2        | 1   | 2       | U     | 2         | 02   | E            | 10   | 00                   | 00  | 04   | 9   | 2    | 00000  | 53    | 2780               | 05745 06 1                                |            |            |
| 0    |    | A                     |             | 2003     | 4     | 23    | 18:10 | 1    | 8        | 4   | 2       | R     | 1         | 02   | E            | 11   | 02                   | 99  | 01   | 5   | 1    | 00000  | 53    | 2780               | 95617 06 1                                |            |            |
| 0    |    | A                     |             | 2003     | 4     | 23    | 18:10 | 1    | 8        | 4   | 2       | R     | 2         | 07   | N            | 11   | 00                   | 99  | 01   | 5   | 1    | 00000  | 53    | 2780               | 95617 06 1                                |            |            |
| 0    |    | A                     |             | 2004     | 4     | 10    | 18:22 | 5    | 1        | 2   | 2       | R     | 6         | 1    | 07           | N    | 02                   | 99  | 04   | A   | 1    | 00000  | 53    | 2780               | 11697 06 1                                |            |            |
| 0    |    | A                     |             | 2004     | 4     | 10    | 18:22 | 5    | 1        | 2   | 2       | R     | 6         | 2    | 02           | S    | 00                   | 99  | 01   | L   | A    | 1      | 00000 | 53                 | 2780                                      | 11697 06 1 |            |
| 0.13 |    | A                     |             | 2003     | 7     | 21    | 08:58 | 1    | 1        | 5   | 2       | U     | 1         | 07   | W            | 02   | 02                   | 16  | 04   | B   | 1    | 00000  | 53    | 2780               | 91206 06 1                                |            |            |
| 0.13 |    | A                     |             | 2003     | 7     | 21    | 08:58 | 1    | 1        | 5   | 2       | U     | 2         | 02   | E            | 02   | 00                   | 99  | 01   | B   | 1    | 00000  | 53    | 2780               | 91206 06 1                                |            |            |
| 0.13 |    | A                     |             | 2003     | 7     | 21    | 08:58 | 1    | 1        | 5   | 2       | U     | 3         | 07   | N            | 02   | 00                   | 99  | 03   | B   | 1    | 00000  | 53    | 2780               | 91206 06 1                                |            |            |
| 0.28 |    | C                     |             | 2004     | 5     | 31    | 20:19 | 5    | 1        | 1   | 2       | U     | 1         | 07   | E            | 14   | 02                   | 99  | 04   | B   | 1    | 00000  | 53    | 2780               | 17835 06 1                                |            |            |
| 0.28 |    | C                     |             | 2004     | 5     | 31    | 20:19 | 5    | 1        | 1   | 2       | U     | 2         | 07   | W            | 14   | 00                   | 99  | 01   | B   | 1    | 00000  | 53    | 2780               | 17835 06 1                                |            |            |
| 1.00 |    |                       |             | 2004     | 10    | 16    | 22:28 | 3    | 1        | 1   | 2       | U     | 1         | 07   | N            | 08   | 28                   | 09  | 01   | B   | 1    | 00000  | 53    | 2780               | 35121 06 1                                |            |            |
| 1.00 |    |                       |             | 2004     | 10    | 16    | 22:28 | 3    | 1        | 1   | 2       | U     | 2         | 02   | N            | 08   | 00                   | 99  | 01   | B   | 1    | 00000  | 53    | 2780               | 35121 06 1                                |            |            |
| 1.05 |    |                       |             | 2003     | 12    | 2     | 14:11 | 1    | 1        | 3   | R       | 8     | 6         | 1    | 07           | E    | 17                   | 18  | 09   | 01  | B    | 1      | 00000 | 53                 | 2780                                      | 82692 06 1 |            |
| 1.80 |    |                       |             | 2004     | 3     | 18    | 09:55 | 1    | 1        | 1   | R       | 8     | 6         | 1    | 48           | W    | 17                   | 24  | 99   | 01  | I    | B      | 1     | 00000              | 53  | 2780       | 94561 06 1 |
| 1.95 |    |                       |             | 2002     | 6     | 7     | 11:04 | 1    | 1        | 3   | 2       | U     | 1         | 38   | N            | 11   | 9                    | 12  | 99   | 01  | 2    | 1      | 00000 | 53                 | 2780                                      | 25127 06 1 |            |
| 1.95 |    |                       |             | 2002     | 6     | 7     | 11:04 | 1    | 1        | 3   | 2       | U     | 2         | 02   | E            | 11   | 9                    | 00  | 99   | 01  | 2    | 1      | 00000 | 53                 | 2780                                      | 25127 06 1 |            |
| 2.00 |    |                       |             | 2004     | 9     | 26    | 22:06 | 3    | 1        | 1   | D       | U     | 1         | 07   | W            | 17   | 99                   | 99  | 01   | N   | B    | 1      | 00000 | 53                 | 2780                                      | 32610 06 1 |            |
| 2.16 |    |                       |             | 2002     | 3     | 11    | 23:20 | 3    | 1        | 3   | L       | 8     | 1         | 35   | W            | 17   | 18                   | 99  | 01   | B   | 1    | 00000  | 53    | 2780               | 12119 06 1                                |            |            |
| 2.40 |    |                       |             | 2002     | 12    | 22    | 00:36 | 3    | 1        | 4   | 2       | U     | 1         | 02   | W            | 01   | 03                   | 04  | 02   | B   | 5    | 00000  | 53    | 2780               | 92624 06 1                                |            |            |
| 2.40 |    |                       |             | 2002     | 12    | 22    | 00:36 | 3    | 1        | 4   | 2       | U     | 2         | 02   | E            | 01   | 00                   | 01  | 01   | B   | 5    | 00000  | 53    | 2780               | 92624 06 1                                |            |            |
| 2.50 |    |                       |             | 2003     | 3     | 14    | 12:10 | 1    | 8        | 3   | 2       | U     | 1         | 02   | W            | 03   | 16                   | 99  | 01   | B   | 1    | 00000  | 53    | 2780               | 96772 06 1                                |            |            |
| 2.50 |    |                       |             | 2003     | 3     | 14    | 12:10 | 1    | 8        | 3   | 2       | U     | 2         | 25   | W            | 03   | 00                   | 99  | 01   | B   | 1    | 00000  | 53    | 2780               | 96772 06 1                                |            |            |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0059 Years: 2002 - 2004  
Beginning MP: 0 Ending MP: 22.21

Page 2 of 7

| MP   | KP | Inter<br>sect<br>Type | Ramp<br>Type | Accident |       | g h t |       | Vehicle |       | Acc Type |      | Coll Road |      | Contrib Circ |      | Driver Fix |     | Surf<br>Condt | Ped<br>Condt | City | County | ADT | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>g<br>C<br>S |      |          |          |   |
|------|----|-----------------------|--------------|----------|-------|-------|-------|---------|-------|----------|------|-----------|------|--------------|------|------------|-----|---------------|--------------|------|--------|-----|--------------------|---|------|----------|----------|---|
|      |    |                       |              | Year     | Month | Day   | Time  | Year    | Month | Day      | Time | Dir       | Type | Number       | Type | Type       | One |               |              |      |        |     |                    |   | Two  | Intent   | Obj      |   |
|      |    |                       |              | Num      |       |       |       |         |       |          |      |           |      |              |      |            |     |               |              |      |        |     |                    |   |      |          |          |   |
| 2.60 |    |                       |              | 2003     | 3     | 7     | 11:00 | 1       | 1     | 4        | L    | 2         | R    | 1            | 02   | E          | 01  | 12            | 16           | 01   | B      | 1   | 00000              | 53  | 2780 | 97677 06 | 1        |   |
| 2.60 |    |                       |              | 2003     | 3     | 7     | 11:00 | 1       | 1     | 4        | L    | 2         | R    | 2            | 02   | W          | 01  | 00            | 99           | 01   | B      | 1   | 00000              | 53  | 2780 | 97677 06 | 1        |   |
| 2.70 |    |                       |              | 2003     | 3     | 21    | 14:08 | 1       | 8     | 1        | L    | 8         |      | 1            | 02   | W          | 17  | 18            | 99           | 01   | B      | 1   | 00000              | 53  | 2780 | 97076 06 | 1        |   |
| 3.00 |    |                       |              | 2002     | 9     | 28    | 17:00 | 1       | 8     | 1        | L    | R         | 6    | 1            | 07   | W          | 17  | 9             | 01           | I    | B      | 1   | 00000              | 53  | 2780 | 40541 06 | 1        |   |
| 3.50 |    |                       |              | 2003     | 4     | 1     | 15:05 | 1       | 8     | 5        | R    | 8         |      | 1            | 07   | W          | 17  | 16            | 18           | 01   | B      | 1   | 00000              | 53  | 2780 | 96551 06 | 1        |   |
| 4.20 |    |                       |              | 2003     | 4     | 2     | 02:00 | 1       | 1     | 1        | L    | R         | 6    | 1            | 02   | W          | 17  | 12            | 16           | 01   | E      | B   | 1                  | 00000                                     | 53   | 2780     | 96396 06 | 1 |
| 4.70 |    |                       |              | 2003     | 8     | 29    | 19:09 | 1       | 1     | 1        | R    | 6         |      | 1            | 07   | W          | 17  | 01            | 27           | 01   | I      | B   | 1                  | 00000                                     | 53   | 2780     | 28587 06 | 1 |
| 4.90 |    |                       |              | 2004     | 11    | 24    | 14:35 | 1       | 1     | 3        | R    | 6         | 8    | 1            | 02   | W          | 17  | 54            | 99           | 01   | L      | 1   | 00000              | 53  | 2780 | 75462 06 | 1        |   |
| 4.99 |    |                       |              | 2002     | 7     | 19    | 19:58 | 5       | 1     | 1        | 2    | L         |      | 1            | 07   | E          | 12  | 04            |              | 02   | I      | B   | 1                  | 00000                                     | 53   | 2780     | 40280 06 | 1 |
| 4.99 |    |                       |              | 2002     | 7     | 19    | 19:58 | 5       | 1     | 1        | 2    | L         |      | 2            | 02   | W          | 12  | 00            |              | 03   | B      | 1   | 00000              | 53  | 2780 | 40280 06 | 1        |   |
| 5.40 |    |                       |              | 2003     | 3     | 1     | 09:40 | 1       | 3     | 1        | R    | 8         |      | 1            | 07   | W          | 17  | 01            | 99           | 01   | B      | 4   | 00000              | 53  | 2780 | 97906 06 | 1        |   |
| 5.90 |    |                       |              | 2003     | 12    | 6     | 15:14 | 1       | 8     | 1        | R    | 8         |      | 1            | 02   | W          | 17  | 12            | 99           | 01   | B      | 1   | 00000              | 53  | 2780 | 82394 06 | 1        |   |
| 6.00 |    |                       |              | 2002     | 3     | 7     | 02:00 | 3       | 1     | 1        | R    | L         | 8    | 1            | 07   | E          | 17  | 18            | 99           | 01   | B      | 1   | 00000              | 53  | 2780 | 10499 06 | 1        |   |
| 6.10 |    |                       |              | 2002     | 6     | 28    | 16:55 | 1       | 1     | 1        | R    | L         | 8    | 1            | 02   | W          | 17  | 16            | 18           | 01   | B      | 1   | 00000              | 53  | 2780 | 27817 06 | 1        |   |
| 6.40 |    |                       |              | 2003     | 6     | 6     | 17:43 | 1       | 1     | 4        | A    | R         | 8    | 1            | 07   | E          | 17  | 24            | 00           | 01   | B      | 1   | 00000              | 53  | 2780 | 92694 06 | 1        |   |
| 6.50 |    |                       |              | 2004     | 12    | 26    | 15:25 | 1       | 8     | 4        | R    | 8         |      | 1            | 07   | W          | 17  | 18            | 99           | 01   | B      | 1   | 00000              | 53  | 2780 | 71777 06 | 1        |   |
| 7.00 |    |                       |              | 2002     | 5     | 3     | 13:45 | 1       | 1     | 1        | R    | 6         |      | 1            | 10   | E          | 17  | 03            | 99           | 01   | B      | 1   | 00000              | 53  | 2780 | 20083 06 | 1        |   |
| 7.00 |    |                       |              | 2002     | 5     | 3     | 13:45 | 1       | 1     | 1        | R    | 6         |      | 2            | 02   | W          | 17  | 41            | 99           | 99   | D      | B   | 1                  | 00000                                     | 53   | 2780     | 20083 06 | 1 |
| 7.00 |    |                       |              | 2003     | 7     | 21    | 07:39 | 1       | 1     | 1        | A    | R         | 8    | 1            | 10   | W          | 17  | 18            | 99           | 01   | B      | 1   | 00000              | 53  | 2780 | 91219 06 | 1        |   |
| 7.10 |    |                       |              | 2004     | 2     | 28    | 05:00 | 3       | 3     | 1        | L    | 6         |      | 1            | 07   | E          | 17  | 01            | 99           | 01   | I      | B   | 1                  | 00000                                     | 53   | 2780     | 95948 06 | 1 |
| 7.21 |    |                       |              | 2003     | 5     | 20    | 11:49 | 1       | 1     | 3        | R    | L         | 8    | 1            | 07   | E          | 17  | 18            | 99           | 01   | L      | B   | 1                  | 00000                                     | 53   | 2780     | 94541 06 | 1 |
| 7.50 |    |                       |              | 2003     | 11    | 19    | 14:00 | 1       | 8     | 4        | R    | 8         |      | 1            | 38   | E          | 17  | 99            | 99           | 01   | B      | 1   | 00000              | 53  | 2780 | 83875 06 | 1        |   |



# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0059 Years: 2002 - 2004  
Beginning MP: 0 Ending MP: 22.21

Page 4 of 7

| MP    | KP | Inter<br>sect<br>Ramp<br>Type | Accident |       | g h i t |       | Vehicle |       | Coll Road |      | Contrib Circ |     | Driver Fix<br>Intent Obj | Traffic<br>cntrl | Surf<br>Ped<br>Conc | City | County | ADT | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>s<br>u<br>r<br>g<br>e<br>n<br>s<br>i<br>t<br>y |     |     |       |       |      |       |       |    |   |
|-------|----|-------------------------------|----------|-------|---------|-------|---------|-------|-----------|------|--------------|-----|--------------------------|------------------|---------------------|------|--------|-----|--------------------|--|-----|-----|-------|-------|------|-------|-------|----|---|
|       |    |                               | Year     | Month | Day     | Time  | Year    | Month | Day       | Time | One          | Two |                          |                  |                     |      |        |     |                    |  | One | Two |       |       |      |       |       |    |   |
| 10.23 |    |                               | 2002     | 12    | 7       | 22:50 | 3       | 1     | 1         | R    | L            | 6   | 1                        | 02               | W                   | 17   | 1      | 26  | 01                 | L  | B   | 1   | 00000 | 53    | 2640 | 49708 | 06    | 1  |   |
| 10.45 |    |                               | 2004     | 9     | 17      | 22:15 | 3       | 1     | 1         | 5    | U            |     | 1                        | 07               | E                   | 17   |        | 00  | 99                 | 01   | M   | 9   | 00000 | 53    | 2665 | 31098 | 06    | 1  |   |
| 10.48 |    |                               | 2003     | 5     | 20      | 23:30 | 3       | 1     | 1         | R    | L            | 6   | 1                        | 02               | W                   | 17   |        | 28  | 16                 | 01   | C   | B   | 1     | 00000 | 53   | 2665  | 94520 | 06 | 1 |
| 10.78 |    |                               | 2004     | 2     | 3       | 07:00 | 1       | 3     | 1         | 6    | 2            |     | 1                        | 02               | W                   | 07   |        | 01  | 99                 | 01   | B   | 4   | 00000 | 53    | 2665 | 97945 | 06    | 1  |   |
| 10.78 |    |                               | 2004     | 2     | 3       | 07:00 | 1       | 3     | 1         | 6    | 2            |     | 2                        | 11               | W                   | 07   |        | 07  | 99                 | 01   | B   | 4   | 00000 | 53    | 2665 | 97945 | 06    | 1  |   |
| 10.88 |    |                               | 2003     | 7     | 6       | 23:00 | 3       | 1     | 3         | 1    | U            |     | 1                        | 40               | N                   | 17   |        | 27  | 16                 | 01   | 9   | 1   | 00    | 00000 | 53   | 2665  | 21880 | 06 | 1 |
| 10.88 |    |                               | 2003     | 7     | 6       | 23:00 | 3       | 1     | 3         | 1    | U            |     | 1                        | 40               | N                   | 17   |        | 27  | 16                 | 01   | 9   | 1   | 00000 | 53    | 2665 | 21880 | 06    | 1  |   |
| 10.97 |    |                               | 2003     | 4     | 29      | 07:31 | 1       | 1     | 2         | R    | R            | 8   | 1                        | 02               | W                   | 17   |        | 12  | 99                 | 01   | b   | 1   | 00000 | 53    | 2665 | 94673 | 06    | 1  |   |
| 11.60 | E  |                               | 2004     | 5     | 20      | 21:28 | 3       | 1     | 4         | 2    | L            |     | 1                        | 02               | E                   | 02   |        | 02  | 00                 | 04   | B   | 1   | 00000 | 53    | 2665 | 90840 | 06    | 1  |   |
| 11.60 | E  |                               | 2004     | 5     | 20      | 21:28 | 3       | 1     | 4         | 2    | L            |     | 2                        | 19               | W                   | 02   |        | 00  | 00                 | 01   | B   | 1   | 00000 | 53    | 2665 | 90840 | 06    | 1  |   |
| 11.68 |    |                               | 2003     | 9     | 19      | 15:20 | 1       | 8     | 1         | R    | 8            | 6   | 1                        | 02               | W                   | 17   |        | 16  | 99                 | 01   | I   | B   | 1     | 00000 | 53   | 2665  | 87540 | 06 | 1 |
| 11.74 |    |                               | 2003     | 9     | 7       | 03:13 | 3       | 1     | 1         | 7    | L            | 8   | 1                        | 07               | E                   | 17   | 9      | 12  | 13                 | 01   | T   | B   | 1     | 00000 | 53   | 2665  | 28920 | 06 | 1 |
| 11.78 |    |                               | 2003     | 8     | 18      | 09:10 | 1       | 1     | 1         | R    | L            | 8   | 1                        | 07               | W                   | 17   |        | 16  | 99                 | 01   | B   | 1   | 00000 | 53    | 2665 | 89949 | 06    | 1  |   |
| 11.79 | E  |                               | 2004     | 10    | 4       | 21:15 | 3       | 1     | 1         | 5    | U            |     | 1                        | 07               | E                   | 17   | 9      | 00  | 99                 | 01   | M   | 9   | 1     | 00000 | 53   | 2665  | 33040 | 06 | 1 |
| 11.80 | D  |                               | 2003     | 7     | 10      | 17:40 | 1       | 1     | 3         | R    | 6            |     | 1                        | 07               | E                   | 17   | 3      | 01  | 99                 | 03   | L   | 9   | 1     | 00000 | 53   | 2665  | 21909 | 06 | 1 |
| 12.18 |    |                               | 2004     | 2     | 12      | 17:30 | 1       | 1     | 2         | 2    | U            |     | 1                        | 07               | E                   | 03   |        | 07  | 99                 | 01   | 9   | 1   | 00000 | 53    | 2665 | 06329 | 06    | 1  |   |
| 12.18 |    |                               | 2004     | 2     | 12      | 17:30 | 1       | 1     | 2         | 2    | U            |     | 2                        | 07               | E                   | 03   |        | 00  | 99                 | 10   | 9   | 1   | 00000 | 53    | 2665 | 06329 | 06    | 1  |   |
| 12.22 |    |                               | 2002     | 4     | 9       | 23:35 | 3       | 1     | 3         | R    | 6            | 8   | 1                        | 07               | W                   | 17   |        | 23  | 03                 | 01   | E   | C   | 1     | 00000 | 53   | 2640  | 16102 | 06 | 1 |
| 12.49 |    |                               | 2003     | 3     | 12      | 08:18 | 1       | 1     | 1         | L    | 6            | 8   | 1                        | 07               | W                   | 17   |        | 01  | 51                 | 02   | E   | B   | 1     | 00000 | 53   | 2665  | 97505 | 06 | 1 |
| 12.51 |    |                               | 2002     | 4     | 3       | 07:20 | 1       | 1     | 4         | R    | L            | 8   | 1                        | 10               | W                   | 17   |        | 12  | 99                 | 01   | L   | B   | 1     | 00000 | 53   | 2640  | 16067 | 06 | 1 |
| 12.89 |    |                               | 2004     | 1     | 20      | 14:05 | 1       | 8     | 1         | 2    | U            |     | 1                        | 07               | E                   | 03   |        | 07  | 99                 | 01   | B   | 1   | 00000 | 53    | 2665 | 98747 | 06    | 1  |   |
| 12.89 |    |                               | 2004     | 1     | 20      | 14:05 | 1       | 8     | 1         | 2    | U            |     | 2                        | 02               | N                   | 03   |        | 00  | 99                 | 06   | B   | 1   | 00000 | 53    | 2665 | 98747 | 06    | 1  |   |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0059  
Beginning MP: 0  
Ending MP: 22.21  
Years: 2002 - 2004

Page 5 of 7

| MP    | Inter<br>sect<br>Type | Ramp<br>Num | Accident |       | Year | Month | Day | Time | Vehicle |       |      | Acc Type |      | Dir | Coil Road |      | Contrib Circ |      | Driver Intent |      |       |       | Surf  | Ped   | City  | County | ADT | Acc<br>Ctrl<br>Num | F<br>I<br>ua<br>ns<br>cs | R<br>e<br>s<br>u<br>r<br>g |       |      |       |      |       |      |       |      |       |      |       |      |       |
|-------|-----------------------|-------------|----------|-------|------|-------|-----|------|---------|-------|------|----------|------|-----|-----------|------|--------------|------|---------------|------|-------|-------|-------|-------|-------|--------|-----|--------------------|--------------------------|----------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|
|       |                       |             | Year     | Month |      |       |     |      | Year    | Month | Year | Month    | Year |     | Month     | Year | Month        | Year | Month         | Year | Month | Year  |       |       |       |        |     |                    |                          |                            | Month | Year | Month | Year | Month | Year | Month | Year | Month | Year | Month | Year | Month |
|       |                       |             | Year     | Month |      |       |     |      | Year    | Month | Year | Month    | Year |     | Month     | Year | Month        | Year | Month         | Year | Month | Year  |       |       |       |        |     |                    |                          |                            | Month | Year | Month | Year | Month | Year | Month | Year | Month | Year | Month | Year | Month |
| 12.98 |                       |             | 2004     | 8     | 7    | 11:35 | 1   | 8    | 1       | L     | U    | U        | 1    | 10  | W         | 17   | 00           | 99   | 01            | T    | B     | 1     | 00000 | 53    | 2665  | 80238  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 12.99 |                       |             | 2004     | 7     | 13   | 09:12 | 1   | 1    | 2       | 2     | U    | U        | 1    | 07  | W         | 03   | 16           | 07   | 01            | B    | 1     | 00000 | 53    | 2665  | 86211 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 12.99 |                       |             | 2004     | 7     | 13   | 09:12 | 1   | 1    | 2       | 2     | U    | U        | 2    | 02  | W         | 03   | 00           | 00   | 06            | B    | 1     | 00000 | 53    | 2665  | 86211 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 13.39 |                       |             | 2003     | 12    | 2    | 08:30 | 1   | 1    | 3       | R     | L    | 8        | 1    | 07  | E         | 17   | 12           | 18   | 01            | B    | 1     | 00000 | 53    | 2665  | 82718 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 14.49 |                       |             | 2004     | 8     | 27   | 23:00 | 3   | 1    | 1       | R     | 8    | 1        | 02   | E   | 17        | 16   | 99           | 01   | B             | 1    | 00000 | 53    | 2665  | 83152 | 06    | 1      |     |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 15.89 |                       |             | 2004     | 11    | 23   | 07:15 | 2   | 4    | 1       | R     | 6    | 8        | 1    | 07  | W         | 17   | 01           | 00   | 02            | B    | 5     | 00000 | 53    | 2665  | 74918 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 16.49 |                       |             | 2003     | 4     | 3    | 09:05 | 1   | 8    | 1       | R     | 6    | L        | 1    | 02  | W         | 17   | 16           | 18   | 01            | E    | B     | 1     | 00000 | 53    | 2665  | 96539  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 16.59 |                       |             | 2003     | 2     | 5    | 08:50 | 1   | 3    | 1       | R     | 6    | 1        | 10   | E   | 17        | 01   | 99           | 01   | L             | B    | 4     | 00000 | 53    | 2665  | 98928 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 17.09 |                       |             | 2002     | 5     | 4    | 21:40 | 3   | 1    | 1       | R     | 8    | 1        | 02   | W   | 17        | 16   | 99           | 01   | B             | 1    | 00000 | 53    | 2640  | 20090 | 06    | 1      |     |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 17.29 |                       |             | 2003     | 2     | 5    | 08:45 | 2   | 3    | 1       | R     | L    | 6        | 1    | 02  | W         | 17   | 01           | 99   | 01            | A    | 9     | 5     | 00000 | 53    | 2665  | 03364  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 17.55 |                       |             | 2004     | 7     | 3    | 01:13 | 3   | 1    | 2       | R     | L    | 6        | 1    | 02  | W         | 17   | 28           | 09   | 01            | L    | A     | 1     | 00000 | 53    | 2665  | 22577  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.00 |                       |             | 2004     | 6     | 9    | 09:00 | 1   | 1    | 2       | 2     | U    | U        | 1    | 07  | W         | 22   | 1            | 08   | 16            | 05   | 2     | 1     | 00000 | 53    | 2665  | 19016  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.00 |                       |             | 2004     | 6     | 9    | 09:00 | 1   | 1    | 2       | 2     | U    | U        | 2    | 46  | W         | 22   | 1            | 00   | 00            | 01   | 2     | 1     | 00000 | 53    | 2665  | 19016  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.13 |                       |             | 2003     | 4     | 27   | 11:50 | 1   | 1    | 1       | 2     | U    | U        | 1    | 07  | E         | 07   | 02           | 99   | 01            | 9    | 1     | 00000 | 53    | 2665  | 12677 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.13 |                       |             | 2003     | 4     | 27   | 11:50 | 1   | 1    | 1       | 2     | U    | U        | 2    | 38  | E         | 07   | 00           | 99   | 01            | 9    | 1     | 00000 | 53    | 2665  | 12677 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.30 |                       |             | 2004     | 12    | 15   | 09:58 | 1   | 1    | 4       | A     | 1    | 2        | 1    | 02  | W         | 26   | 99           | 99   | 11            | 9    | 1     | 15    | 00000 | 53    | 2665  | 42661  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.30 |                       |             | 2004     | 12    | 15   | 09:58 | 1   | 1    | 4       | A     | 1    | 2        | 2    | 07  | W         | 26   | 99           | 99   | 11            | 9    | 1     | 15    | 00000 | 53    | 2665  | 42661  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.50 |                       |             | 2003     | 3     | 1    | 12:10 | 1   | 3    | 1       | R     | 6    | 1        | 07   | W   | 17        | 01   | 99           | 01   | L             | B    | 4     | 00000 | 53    | 2665  | 97905 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.73 |                       |             | 2002     | 8     | 23   | 13:30 | 1   | 1    | 1       | R     | 2    | 1        | 07   | E   | 06        | 7    | 04           | 00   | 02            | C    | 1     | 00000 | 53    | 2640  | 98325 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.73 |                       |             | 2002     | 8     | 23   | 13:30 | 1   | 1    | 1       | R     | 2    | 2        | 07   | E   | 06        | 7    | 00           | 00   | 01            | C    | 1     | 00000 | 53    | 2640  | 98325 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 18.73 |                       |             | 2002     | 8     | 23   | 13:30 | 1   | 1    | 1       | R     | 2    | 3        | 02   | W   | 06        | 7    | 00           | 00   | 01            | C    | 1     | 00000 | 53    | 2640  | 98325 | 06     | 1   |                    |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |
| 19.03 |                       |             | 2002     | 1     | 7    | 19:50 | 3   | 1    | 1       | 2     | U    | U        | 1    | 07  | E         | 09   | 1            | 16   | 99            | 04   | B     | 1     | 00000 | 53    | 2640  | 00526  | 06  | 1                  |                          |                            |       |      |       |      |       |      |       |      |       |      |       |      |       |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0059      Years: 2002 - 2004  
Beginning MP: 0      Ending MP: 22.21

Page 6 of 7

| MP    | Inter<br>sect<br>Type | Ramp<br>Num | Accident |       | g t h t |       | Vehicle |       | Acc Type |      | Coll Road |     | Contrib Circ |        | Driver Fix Traff Surf Ped |     |      |      |     | City | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>ua<br>ns<br>rg<br>cs |       |        |       |       |      |
|-------|-----------------------|-------------|----------|-------|---------|-------|---------|-------|----------|------|-----------|-----|--------------|--------|---------------------------|-----|------|------|-----|------|--------|-------|--------------------|--------------------------------|-------|--------|-------|-------|------|
|       |                       |             | Year     | Month | Day     | Time  | Year    | Month | Day      | Time | One       | Two | Three        | Number | Type                      | Dir | Type | Cond | One |      |        |       |                    |                                | Two   | Intent | Obj   | cntrl | Cond |
|       |                       |             |          |       |         |       |         |       |          |      |           |     |              |        |                           |     |      |      |     |      |        |       |                    |                                |       |        |       |       |      |
| 19.03 |                       |             | 2002     | 1     | 7       | 19:50 | 3       | 1     | 1        | 2    | U         | 2   | 07           | E      | 09                        | 1   | 04   | 99   | 02  | B    | 1      | 00000 | 53                 | 2640                           | 00526 | 06     | 1     |       |      |
| 19.43 |                       |             | 2003     | 9     | 20      | 15:43 | 1       | 1     | 1        | 2    | U         | 1   | 07           | E      | 07                        |     | 99   | 99   | 02  | B    | 1      | 00000 | 53                 | 2665                           | 30016 | 06     | 1     |       |      |
| 19.43 |                       |             | 2003     | 9     | 20      | 15:43 | 1       | 1     | 1        | 2    | U         | 2   | 07           | E      | 07                        |     | 99   | 99   | 02  | B    | 1      | 00000 | 53                 | 2665                           | 30016 | 06     | 1     |       |      |
| 19.50 |                       |             | 2004     | 10    | 30      | 17:58 | 1       | 1     | 4        | 6    | 8         | 1   | 02           | W      | 17                        |     | 16   | 99   | 13  | L    | C      | 1     | 00000              | 53                             | 2665  | 37818  | 06    | 1     |      |
| 19.63 |                       |             | 2004     | 12    | 10      | 18:30 | 3       | 1     | 1        | L    | U         | 1   | 02           | E      | 17                        |     | 04   | 99   | 02  | 9    | 1      | 00000 | 53                 | 2665                           | 42639 | 06     | 1     |       |      |
| 19.88 |                       |             | 2002     | 12    | 16      | 20:00 | 3       | 2     | 1        | 2    | U         | 1   | 07           | E      | 01                        |     | 04   | 03   | 02  | B    | 2      | 00000 | 53                 | 2640                           | 50901 | 06     | 1     |       |      |
| 19.88 |                       |             | 2002     | 12    | 16      | 20:00 | 3       | 2     | 1        | 2    | U         | 2   | 07           | W      | 01                        |     | 00   |      | 01  | B    | 2      | 00000 | 53                 | 2640                           | 50901 | 06     | 1     |       |      |
| 19.92 |                       |             | 2003     | 3     | 10      | 17:36 | 1       | 1     | 2        | R    | 6         | 1   | 02           | W      | 17                        |     | 16   | 18   | 01  | B    | 1      | 00000 | 53                 | 2665                           | 07314 | 06     | 1     |       |      |
| 20.03 |                       |             | 2003     | 7     | 5       | 17:31 | 1       | 1     | 1        | A    | U         | 1   | 02           | E      | 17                        |     | 29   | 00   | 01  | B    | 1      | 00000 | 53                 | 2665                           | 20791 | 06     | 1     |       |      |
| 20.23 |                       |             | 2002     | 11    | 2       | 06:46 | 1       | 1     | 5        | R    | L         | 8   | 1            | 07     | W                         | 17  |      | 09   | 18  | 01   | I      | B     | 1                  | 00000                          | 53    | 2640   | 45251 | 06    | 1    |
| 20.33 |                       |             | 2002     | 10    | 5       | 22:17 | 3       | 1     | 1        | R    | 6         | 8   | 1            | 02     | E                         | 17  | 3    | 47   | 41  | 02   | C      | 1     | 00000              | 53                             | 2640  | 41346  | 06    | 1     |      |
| 20.33 |                       |             | 2002     | 10    | 5       | 22:17 | 3       | 1     | 1        | R    | 6         | 8   | 2            | 07     | W                         | 17  | 3    | 00   | 99  | 13   | E      | C     | 1                  | 00000                          | 53    | 2640   | 41346 | 06    | 1    |
| 20.73 |                       |             | 2003     | 4     | 15      | 12:38 | 1       | 8     | 1        | 2    | U         | 1   | 45           | E      | 06                        |     | 03   | 27   | 01  | 9    | 2      | 37170 | 53                 | 2660                           | 11005 | 06     | 1     |       |      |
| 20.73 |                       |             | 2003     | 4     | 15      | 12:38 | 1       | 8     | 1        | 2    | U         | 2   | 07           | W      | 06                        |     | 00   | 00   | 01  | 9    | 2      | 37170 | 53                 | 2660                           | 11005 | 06     | 1     |       |      |
| 20.73 |                       |             | 2004     | 10    | 28      | 09:10 | 1       | 8     | 1        | 2    | U         | 1   | 02           | N      | 22                        | 3   | 08   | 16   | 05  | 9    | 2      | 37170 | 53                 | 2660                           | 37813 | 06     | 1     |       |      |
| 20.73 |                       |             | 2004     | 10    | 28      | 09:10 | 1       | 8     | 1        | 2    | U         | 2   | 02           | S      | 22                        | 3   | 00   | 99   | 01  | 9    | 2      | 37170 | 53                 | 2660                           | 37813 | 06     | 1     |       |      |
| 20.93 |                       |             | 2003     | 8     | 22      | 17:22 | 1       | 1     | 1        | 2    | U         | 1   | 45           | E      | 26                        | 1   | 26   | 52   | 11  | B    | 2      | 37170 | 53                 | 2660                           | 26737 | 06     | 1     |       |      |
| 20.93 |                       |             | 2003     | 8     | 22      | 17:22 | 1       | 1     | 1        | 2    | U         | 2   | 02           | S      | 26                        | 1   | 00   | 00   | 10  | B    | 2      | 37170 | 53                 | 2660                           | 26737 | 06     | 1     |       |      |
| 20.93 |                       |             | 2004     | 11    | 19      | 07:40 | 1       | 1     | 2        | R    | 8         | 1   | 38           | E      | 17                        |     | 00   | 00   | 01  | B    | 1      | 37170 | 53                 | 2660                           | 76457 | 06     | 1     |       |      |
| 21.94 |                       |             | 2002     | 2     | 18      | 01:20 | 4       | 2     | 3        | L    | 2         | 8   | 1            | 38     | W                         | 17  | 4    | 01   | 03  | 01   | I      | B     | 2                  | 37170                          | 53    | 2635   | 07664 | 06    | 1    |
| 21.94 |                       |             | 2002     | 2     | 18      | 01:20 | 4       | 2     | 3        | L    | 2         | 8   | 2            | 07     | S                         | 17  | 4    | 00   | 99  | 11   | B      | 2     | 37170              | 53                             | 2635  | 07664  | 06    | 1     |      |
| 21.96 | A                     |             | 2003     | 9     | 10      | 21:40 | 4       | 1     | 1        | 2    | U         | 1   | 02           | S      | 11                        | 9   | 16   | 18   | 01  | 5    | 1      | 37170 | 53                 | 2635                           | 29056 | 06     | 1     |       |      |
| 21.96 | A                     |             | 2003     | 9     | 10      | 21:40 | 4       | 1     | 1        | 2    | U         | 2   | 07           | E      | 11                        | 9   | 99   | 99   | 01  | 5    | 1      | 37170 | 53                 | 2635                           | 29056 | 06     | 1     |       |      |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0059      Years: 2002 - 2004  
Beginning MP: 0      Ending MP: 22.21

Page 7 of 7

| MP    | KP | Inter<br>sect<br>Ramp<br>Type | Accident |       | g t h i t |       |      | Vehicle |     |      | Acc Type |        | Dir  |     | Coll Road |     | Contrib Circ |     | Driver Fix Traff Surf Ped |        |       | City  | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>r<br>g<br>c<br>s |       |      |
|-------|----|-------------------------------|----------|-------|-----------|-------|------|---------|-----|------|----------|--------|------|-----|-----------|-----|--------------|-----|---------------------------|--------|-------|-------|--------|-------|--------------------|--|-------|------|
|       |    |                               | Year     | Month | Day       | Time  | Year | Month   | Day | Time | Type     | Number | Type | One | Two       | One | Two          | One | Two                       | Intent | Obj   |       |        |       |                    |  | cntrl | Cond |
|       |    |                               | Num      |       |           |       |      |         |     |      |          |        |      |     |           |     |              |     |                           |        |       |       |        |       |                    |  |       |      |
| 21.96 | A  |                               | 2004     | 6     | 8         | 08:55 | 1    | 1       | 1   | 2    | U        | 1      | 02   | W   | 03        | 16  | 01           | 06  | B                         | 1      | 37170 | 53    | 2635   | 19075 | 06                 | 1  |       |      |
| 21.96 | A  |                               | 2004     | 6     | 8         | 08:55 | 1    | 1       | 1   | 2    | U        | 2      | 02   | W   | 03        | 18  | 00           | 10  | B                         | 1      | 37170 | 53    | 2635   | 19075 | 06                 | 1  |       |      |
| 21.96 | A  |                               | 2004     | 9     | 20        | 15:30 | 1    | 1       | 1   | 2    | U        | 1      | 07   | N   | 11        | 05  | 99           | 01  | 5                         | 1      | 37170 | 53    | 2635   | 31150 | 06                 | 1  |       |      |
| 21.96 | A  |                               | 2004     | 9     | 20        | 15:30 | 1    | 1       | 1   | 2    | U        | 2      | 02   | E   | 11        | 99  | 99           | 01  | 5                         | 1      | 37170 | 53    | 2635   | 31150 | 06                 | 1  |       |      |
| 22.06 | A  |                               | 2004     | 8     | 27        | 09:25 | 1    | 1       | 1   | 2    | U        | 1      | 07   | W   | 09        | 04  | 16           | 02  | B                         | 1      | 37170 | 53    | 2635   | 31804 | 06                 | 1  |       |      |
| 22.06 | A  |                               | 2004     | 8     | 27        | 09:25 | 1    | 1       | 1   | 2    | U        | 2      | 02   | W   | 09        | 08  | 99           | 04  | B                         | 1      | 37170 | 53    | 2635   | 31804 | 06                 | 1  |       |      |
| 22.06 |    |                               | 2004     | 11    | 2         | 23:15 | 4    | 1       | 1   | R    | 6        | 1      | 02   | N   | 17        | 12  | 99           | 01  | L                         | 9      | 1     | 37170 | 53     | 2635  | 39879              | 06   | 1     |      |
| 22.07 | A  |                               | 2004     | 11    | 30        | 11:56 | 1    | 1       | 1   | 2    | U        | 1      | 16   | S   | 10        | 08  | 16           | 04  | 5                         | 1      | 37170 | 53    | 2635   | 40913 | 06                 | 1  |       |      |
| 22.07 | A  |                               | 2004     | 11    | 30        | 11:56 | 1    | 1       | 1   | 2    | U        | 2      | 07   | S   | 10        | 16  | 99           | 04  | 5                         | 1      | 37170 | 53    | 2635   | 40913 | 06                 | 1  |       |      |
| 22.10 |    |                               | 2004     | 7     | 15        | 11:00 | 1    | 1       | 1   | 2    | U        | 1      | 07   | S   | 08        | 08  | 17           | 03  | B                         | 1      | 37170 | 53    | 2635   | 22941 | 06                 | 1  |       |      |
| 22.10 |    |                               | 2004     | 7     | 15        | 11:00 | 1    | 1       | 1   | 2    | U        | 2      | 34   | S   | 08        | 00  | 99           | 01  | B                         | 1      | 37170 | 53    | 2635   | 22941 | 06                 | 1  |       |      |
| 22.13 | A  |                               | 2004     | 2     | 20        | 16:48 | 1    | 1       | 1   | 2    | U        | 1      | 07   | S   | 18        | 18  | 99           | 09  | 9                         | 1      | 37170 | 53    | 2635   | 06014 | 06                 | 1  |       |      |
| 22.13 | A  |                               | 2004     | 2     | 20        | 16:48 | 1    | 1       | 1   | 2    | U        | 2      | 02   | N   | 18        | 99  | 99           | 10  | 9                         | 1      | 37170 | 53    | 2635   | 06014 | 06                 | 1  |       |      |

2002-2004

| Sum Of Count       | Acc Severity Cd                  |           |           |           |           |          |             |
|--------------------|----------------------------------|-----------|-----------|-----------|-----------|----------|-------------|
| Coll Type Cd       | Coll Desc                        | 1         | 2         | 3         | 4         | 5        | Grand Total |
| 01                 | HEAD ON                          | 1         |           |           | 2         |          | 3           |
| <b>01 Total</b>    |                                  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>2</b>  | <b>0</b> | <b>3</b>    |
| 02                 | HEAD ON (LFT)                    |           | 1         |           | 1         | 1        | 3           |
| <b>02 Total</b>    |                                  | <b>0</b>  | <b>1</b>  | <b>0</b>  | <b>1</b>  | <b>1</b> | <b>3</b>    |
| 03                 | REAR END                         | 3         | 2         | 1         |           |          | 6           |
| <b>03 Total</b>    |                                  | <b>3</b>  | <b>2</b>  | <b>1</b>  | <b>0</b>  | <b>0</b> | <b>6</b>    |
| 05                 | SAME DIRECTION TURN LEFT REAREND |           |           |           | 2         |          | 2           |
| <b>05 Total</b>    |                                  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>2</b>  | <b>0</b> | <b>2</b>    |
| 06                 | SIDE SWIPE (OPP)                 | 2         |           |           |           |          | 2           |
| <b>06 Total</b>    |                                  | <b>2</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>2</b>    |
| 07                 | SIDE SWIPE (SAME)                | 3         |           |           |           |          | 3           |
| <b>07 Total</b>    |                                  | <b>3</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>3</b>    |
| 08                 | SAME DIR (RT)                    | 2         |           |           |           |          | 2           |
| <b>08 Total</b>    |                                  | <b>2</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>2</b>    |
| 09                 | SAME DIR (1 LFT)                 | 4         |           |           |           |          | 4           |
| <b>09 Total</b>    |                                  | <b>4</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>4</b>    |
| 10                 | SAME DIR (2 LFT)                 | 2         |           |           |           |          | 2           |
| <b>10 Total</b>    |                                  | <b>2</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>2</b>    |
| 11                 | ANGLE (2 STR)                    | 2         |           | 1         | 1         |          | 4           |
| <b>11 Total</b>    |                                  | <b>2</b>  | <b>0</b>  | <b>1</b>  | <b>1</b>  | <b>0</b> | <b>4</b>    |
| 12                 | FROM RT (RT)                     | 1         |           |           |           |          | 1           |
| <b>12 Total</b>    |                                  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>1</b>    |
| 13                 | FROM LFT (LFT)                   | 1         | 1         |           |           |          | 2           |
| <b>13 Total</b>    |                                  | <b>1</b>  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>2</b>    |
| 14                 | FROM RT (LFT)                    | 1         |           |           |           |          | 1           |
| <b>14 Total</b>    |                                  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>1</b>    |
| 17                 | SINGLE VEHICLE                   | 38        | 6         | 9         | 5         | 2        | 60          |
| <b>17 Total</b>    |                                  | <b>38</b> | <b>6</b>  | <b>9</b>  | <b>5</b>  | <b>2</b> | <b>60</b>   |
| 18                 | BACKING                          | 1         | 1         |           |           |          | 2           |
| <b>18 Total</b>    |                                  | <b>1</b>  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>2</b>    |
| 22                 | UTURN (1 STR)                    | 1         | 1         |           |           |          | 2           |
| <b>22 Total</b>    |                                  | <b>1</b>  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>2</b>    |
| 26                 | PARKED                           | 1         |           |           | 1         |          | 2           |
| <b>26 Total</b>    |                                  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>1</b>  | <b>0</b> | <b>2</b>    |
| <b>Grand Total</b> |                                  | <b>63</b> | <b>12</b> | <b>11</b> | <b>12</b> | <b>3</b> | <b>101</b>  |

# UTAH DEPARTMENT OF TRANSPORTATION

## Accident Types

Route No. 0059      Begin Milepoint 0      End Milepoint 22.21

End Year 2004      No. of Years 3

| Accident Type |                        | Count | Percent |
|---------------|------------------------|-------|---------|
| 1             | MV-PEDESTRIAN          | 1     | 0.99    |
| 2             | MV-MV                  | 37    | 36.63   |
| 5             | MV-ANIMAL(WILD)        | 3     | 2.97    |
| 6             | MV-FIXED OBJECT        | 2     | 1.98    |
| 7             | MV-OTHER OBJECT        | 1     | 0.99    |
| A             | OTHER NON-COLLISION    | 5     | 4.95    |
| D             | MV - ANIMAL (DOMESTIC) | 1     | 0.99    |
| L             | RAN OFF ROAD LEFT      | 14    | 13.86   |
| R             | RAN OFF ROAD RIGHT     | 37    | 36.63   |
| Total         |                        | 101   | 100.00  |

UTAH DEPARTMENT OF TRANSPORTATION

Surface Condition

Route No. 0059      Begin Milepoint 0      End Milepoint 22.21

End Year 2004      No. of Years 3

| Surface Condition | Count      | Percent       |
|-------------------|------------|---------------|
| 1 DRY             | 1          | 0.99          |
| 2 WET             | 82         | 81.19         |
| 4 SNOWY           | 7          | 6.93          |
| 5 ICY             | 5          | 4.95          |
| 5 ICY             | 6          | 5.94          |
| <b>Total</b>      | <b>101</b> | <b>100.00</b> |

UTAH DEPARTMENT OF TRANSPORTATION

Light Condition

Route No. 0059      Begin Milepoint 0      End Milepoint 22.21

End Year 2004      No. of Years 3

| Light Condition                  | Count      | Percent       |
|----------------------------------|------------|---------------|
| 1 DAYLIGHT                       | 65         | 64.36         |
| 2 DAWN                           | 2          | 1.98          |
| 3 DARKNESS STREET OR HIGHWAY NOT | 28         | 27.72         |
| 4 DARKNESS STREET OR HIGHWAY LIG | 3          | 2.97          |
| 5 DUSK                           | 3          | 2.97          |
| <b>Total</b>                     | <b>101</b> | <b>100.00</b> |

SR-59  
 MP 0.60 to 22.21  
 2002 to 2004

V3

| Milepoint | 2002 | 2003 | 2004 | Grand Total |
|-----------|------|------|------|-------------|
| 0         |      | 2    | 1    | 3           |
| 0.13      |      | 1    |      | 1           |
| 0.28      |      |      | 1    | 1           |
| 1         |      |      | 1    | 1           |
| 1.05      |      | 1    |      | 1           |
| 1.8       |      |      | 1    | 1           |
| 1.95      | 1    |      |      | 1           |
| 2         |      |      | 1    | 1           |
| 2.16      | 1    |      |      | 1           |
| 2.4       | 1    |      |      | 1           |
| 2.5       |      | 1    |      | 1           |
| 2.6       |      | 1    |      | 1           |
| 2.7       |      | 1    |      | 1           |
| 3         | 1    |      |      | 1           |
| 3.5       |      | 1    |      | 1           |
| 4.2       |      | 1    |      | 1           |
| 4.7       |      | 1    |      | 1           |
| 4.9       |      |      | 1    | 1           |
| 4.99      | 1    |      |      | 1           |
| 5.4       |      | 1    |      | 1           |
| 5.9       |      | 1    |      | 1           |
| 6         | 1    |      |      | 1           |
| 6.1       | 1    |      |      | 1           |
| 6.4       |      | 1    |      | 1           |
| 6.5       |      |      | 1    | 1           |
| 7         | 1    | 1    |      | 2           |
| 7.1       |      |      | 1    | 1           |
| 7.21      |      | 1    |      | 1           |
| 7.5       |      | 1    |      | 1           |
| 7.91      |      |      | 1    | 1           |
| 7.95      |      | 1    |      | 1           |
| 8.12      | 1    |      |      | 1           |
| 8.58      |      |      | 1    | 1           |
| 8.7       | 3    | 1    |      | 4           |
| 8.95      |      | 1    |      | 1           |
| 8.98      |      |      | 1    | 1           |
| 9.28      |      |      | 1    | 1           |
| 9.38      |      |      | 1    | 1           |

SR-59

2/2

Mp 0.00 to 22.21

2002 to 2004

| Milepoint | 2002 | 2003 | 2004 | Grand Total |
|-----------|------|------|------|-------------|
| 9.48      |      |      | 1    | 1           |
| 9.71      |      | 1    |      | 1           |
| 10.23     | 1    |      |      | 1           |
| 10.45     |      |      | 1    | 1           |
| 10.48     |      | 1    |      | 1           |
| 10.78     |      |      | 1    | 1           |
| 10.88     |      | 1    |      | 1           |
| 10.97     |      | 1    |      | 1           |
| 11.6      |      |      | 1    | 1           |
| 11.68     |      | 1    |      | 1           |
| 11.74     |      | 1    |      | 1           |
| 11.78     |      | 1    |      | 1           |
| 11.79     |      |      | 1    | 1           |
| 11.8      |      | 1    |      | 1           |
| 12.18     |      |      | 1    | 1           |
| 12.22     | 1    |      |      | 1           |
| 12.49     |      | 1    |      | 1           |
| 12.51     | 1    |      |      | 1           |
| 12.89     |      |      | 1    | 1           |
| 12.98     |      |      | 1    | 1           |
| 12.99     |      |      | 1    | 1           |
| 13.39     |      | 1    |      | 1           |
| 14.49     |      |      | 1    | 1           |
| 15.89     |      |      | 1    | 1           |
| 16.49     |      | 1    |      | 1           |
| 16.59     |      | 1    |      | 1           |
| 16.99     | 1    |      |      | 1           |
| 17.09     | 1    |      |      | 1           |
| 17.29     |      | 1    |      | 1           |
| 17.55     |      |      | 1    | 1           |
| 18        |      |      | 1    | 1           |
| 18.13     |      | 1    |      | 1           |
| 18.3      |      |      | 1    | 1           |
| 18.5      |      | 1    |      | 1           |
| 18.73     | 1    |      |      | 1           |
| 19.03     | 1    |      |      | 1           |
| 19.43     |      | 1    |      | 1           |
| 19.5      |      |      | 1    | 1           |

SR-59  
MP 0.60 to 22.21

2002 - 2004

2/3

| Milepoint | 2002 | 2003 | 2004 | Grand Total |
|-----------|------|------|------|-------------|
| 19.63     |      |      | 1    | 1           |
| 19.88     | 1    |      |      | 1           |
| 19.92     |      | 1    |      | 1           |
| 20.03     |      | 1    |      | 1           |
| 20.23     | 1    |      |      | 1           |
| 20.33     | 1    |      |      | 1           |
| 20.73     |      | 1    | 1    | 2           |
| 20.93     |      | 1    | 1    | 2           |
| 21.94     | 1    |      |      | 1           |
| 21.96     |      | 1    | 2    | 3           |
| 22.06     |      |      | 2    | 2           |
| 22.07     |      |      | 1    | 1           |
| 22.1      |      |      | 1    | 1           |
| 22.13     |      |      | 1    | 1           |
| and Total | 23   | 40   | 38   | 101         |

4/3

2011

[illegible]

SR-59

2/3

MP 0.00 to 22.21

2002 to 2004

coll

| Milepoint | 01 | 02 | 03 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 17 | 18 | 22 | 26 | Grand Total |
|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| 9.48      |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 9.71      |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    |    |    | 1           |
| 10.23     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 10.45     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 10.48     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 10.78     |    |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    |    | 1           |
| 10.88     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 10.97     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.6      |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 11.68     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.74     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.78     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.79     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 11.8      |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 12.18     |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 12.22     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 12.49     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 12.51     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 12.89     |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 12.98     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 12.99     |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 13.39     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 14.49     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 15.89     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 16.49     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 16.59     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 16.99     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 17.09     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 17.29     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 17.55     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 18        |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    | 1           |
| 18.13     |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 18.3      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    | 1           |
| 18.5      |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 18.73     |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 19.03     |    |    |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    | 1           |
| 19.43     |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 19.5      |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |

SR-59

Mp 0.00 to 22.21

2002 - 2004

3/2

| Milepoint | 01 | 02 | 03 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 17 | 18 | 22 | 26 | Grand Total |
|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| 19.63     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 19.88     | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1           |
| 19.92     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 20.03     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 20.23     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 20.33     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 20.73     |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    |    | 1  |    | 2           |
| 20.93     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    | 1  | 2           |
| 21.94     |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    | 1           |
| 21.96     |    |    | 1  |    |    |    |    |    |    | 2  |    |    |    |    |    |    |    | 3           |
| 22.06     |    |    |    |    |    |    |    | 1  |    |    |    |    |    | 1  |    |    |    | 2           |
| 22.07     |    |    |    |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    | 1           |
| 22.1      |    |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    |    | 1           |
| 22.13     |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1  |    |    | 1           |
| nd Total  | 3  | 3  | 6  | 2  | 2  | 3  | 2  | 4  | 2  | 4  | 1  | 2  | 1  | 60 | 2  | 2  | 2  | 101         |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0059      Years: 2005 - 2005  
Beginning MP: 0      Ending MP: 22.21

Page 1 of 2

| MP    | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |       | Year | Month | Day | Time | Vehicle |     |     | Acc Type |        | Dir | Coll Road |      | Contrib Circ |     | Driver Fix Traffic |        | Surf | Ped | City  | County | ADT  | Acc<br>Ctrl<br>Num | F<br>I<br>ua<br>ns | R<br>e<br>s<br>u<br>r<br>g<br>cs |     |
|-------|----|-----------------------|-------------|----------|-------|------|-------|-----|------|---------|-----|-----|----------|--------|-----|-----------|------|--------------|-----|--------------------|--------|------|-----|-------|--------|------|--------------------|--------------------|----------------------------------|-----|
|       |    |                       |             | Year     | Month |      |       |     |      | Type    | One | Two | Three    | Number |     | Type      | Type | Cond         | One | Two                | Intent |      |     |       |        |      |                    |                    |                                  | Obj |
| 0.50  |    |                       |             | 2005     | 10    | 6    | 17:15 | 1   | 1    | 1       | 1   | R   | 2        | 2      | 1   | 02        | E    | 06           | 13  | 18                 | 01     | B    | 1   | 00000 | 53     | 2780 | 75747              | 06                 | 1                                |     |
| 0.50  |    |                       |             | 2005     | 10    | 6    | 17:15 | 1   | 1    | 1       | 1   | R   | 2        | 2      | 2   | 07        | W    | 06           | 00  | 01                 | 01     | B    | 1   | 00000 | 53     | 2780 | 75747              | 06                 | 1                                |     |
| 0.65  | A  |                       |             | 2005     | 9     | 5    | 09:50 | 1   | 1    | 4       | 2   | 2   | 2        | 2      | 1   | 02        | N    | 04           | 00  | 07                 | 01     | 9    | 1   | 00000 | 53     | 2780 | 26934              | 06                 | 1                                |     |
| 0.65  | A  |                       |             | 2005     | 9     | 5    | 09:50 | 1   | 1    | 4       | 2   | 2   | 2        | 2      | 2   | 10        | N    | 04           | 00  | 00                 | 03     | 9    | 1   | 00000 | 53     | 2780 | 26934              | 06                 | 1                                |     |
| 0.70  |    |                       |             | 2005     | 11    | 7    | 21:40 | 3   | 8    | 1       | 1   | R   | 8        | 8      | 1   | 02        | E    | 17           | 12  | 18                 | 01     | B    | 1   | 00000 | 53     | 2780 | 75471              | 06                 | 1                                |     |
| 2.20  |    |                       |             | 2005     | 3     | 31   | 08:08 | 3   | 1    | 2       | 1   | R   | 8        | 8      | 6   | 1         | 02   | W            | 17  | 12                 | 01     | I    | B   | 1     | 00000  | 53   | 2780               | 92610              | 06                               | 1   |
| 2.50  |    |                       |             | 2005     | 12    | 22   | 16:17 | 1   | 1    | 1       | 1   | L   | 6        | 6      | 1   | 02        | E    | 17           | 13  | 18                 | 01     | E    | B   | 1     | 00000  | 53   | 2780               | 70734              | 06                               | 1   |
| 5.40  |    |                       |             | 2005     | 1     | 29   | 20:19 | 3   | 1    | 1       | 1   | R   | L        | 8      | 1   | 02        | E    | 17           | 18  | 01                 | 01     | B    | 1   | 00000 | 53     | 2780 | 96874              | 06                 | 1                                |     |
| 6.01  |    |                       |             | 2005     | 3     | 12   | 18:44 | 3   | 1    | 2       | 2   | 2   | 2        | 2      | 1   | 07        | E    | 03           | 00  | 06                 | 06     | B    | 1   | 00000 | 53     | 2780 | 07331              | 06                 | 1                                |     |
| 6.01  |    |                       |             | 2005     | 3     | 12   | 18:44 | 3   | 1    | 2       | 2   | 2   | 2        | 2      | 2   | 07        | E    | 03           | 07  | 01                 | 01     | B    | 1   | 00000 | 53     | 2780 | 07331              | 06                 | 1                                |     |
| 6.20  |    |                       |             | 2005     | 7     | 26   | 05:25 | 2   | 1    | 1       | 1   | R   | 8        | 8      | 6   | 1         | 34   | W            | 17  | 54                 | 18     | E    | B   | 1     | 00000  | 53   | 2780               | 83752              | 06                               | 1   |
| 8.00  |    |                       |             | 2005     | 7     | 25   | 16:50 | 1   | 1    | 1       | 1   | R   | 6        | 6      | 1   | 14        | E    | 17           | 24  | 01                 | 01     | I    | 1   | 00000 | 53     | 2780 | 23459              | 06                 | 1                                |     |
| 8.50  |    |                       |             | 2005     | 5     | 2    | 09:02 | 1   | 1    | 2       | 1   | R   | 6        | 6      | 1   | 02        | W    | 17           | 13  | 18                 | 01     | L    | B   | 1     | 00000  | 53   | 2665               | 87928              | 06                               | 1   |
| 8.70  |    |                       |             | 2005     | 10    | 16   | 07:35 | 2   | 2    | 1       | 1   | R   | 6        | 6      | 1   | 07        | W    | 17           | 24  | 01                 | 01     | I    | B   | 2     | 00000  | 53   | 2665               | 31505              | 06                               | 1   |
| 9.73  | A  |                       |             | 2005     | 8     | 15   | 18:20 | 1   | 8    | 1       | 2   | 2   | 2        | 2      | 1   | 07        | E    | 07           | 07  | 04                 | 02     | B    | 1   | 00000 | 53     | 2665 | 79728              | 06                 | 1                                |     |
| 9.73  | A  |                       |             | 2005     | 8     | 15   | 18:20 | 1   | 8    | 1       | 2   | 2   | 2        | 2      | 2   | 07        | E    | 07           | 00  | 00                 | 01     | B    | 1   | 00000 | 53     | 2665 | 79728              | 06                 | 1                                |     |
| 9.81  |    |                       |             | 2005     | 3     | 26   | 10:39 | 1   | 1    | 1       | 1   | L   | 6        | 6      | 1   | 02        | W    | 17           | 24  | 18                 | 06     | C    | B   | 1     | 00000  | 53   | 2665               | 08891              | 06                               | 1   |
| 10.60 |    |                       |             | 2005     | 3     | 24   | 02:30 | 3   | 2    | 1       | 1   | L   | 6        | 6      | 1   | 07        | E    | 17           | 13  | 01                 | 01     | I    | B   | 2     | 00000  | 53   | 2665               | 08885              | 06                               | 1   |
| 10.70 |    |                       |             | 2005     | 12    | 22   | 10:43 | 1   | 1    | 1       | 1   | R   | 8        | 8      | 1   | 07        | W    | 17           | 18  | 01                 | 01     | B    | 1   | 00000 | 53     | 2665 | 71422              | 06                 | 1                                |     |
| 11.85 | E  |                       |             | 2005     | 8     | 28   | 14:42 | 1   | 1    | 1       | 1   | A   | 2        | 2      | 1   | 07        | W    | 17           | 9   | 44                 | 01     | B    | 1   | 00000 | 53     | 2665 | 26144              | 06                 | 1                                |     |
| 11.85 | E  |                       |             | 2005     | 8     | 28   | 14:42 | 1   | 1    | 1       | 1   | A   | 2        | 2      | 2   | 07        | W    | 17           | 9   | 01                 | T      | B    | 1   | 00000 | 53     | 2665 | 26144              | 06                 | 1                                |     |
| 12.00 |    |                       |             | 2005     | 10    | 12   | 07:10 | 2   | 1    | 1       | 5   | 5   | 5        | 5      | 1   | 07        | W    | 17           | 00  | 01                 | M      | B    | 1   | 00000 | 53     | 2665 | 31484              | 06                 | 1                                |     |

# UTAH DEPARTMENT OF TRANSPORTATION

1/31/2008

## DYNAMIC QUICKLISTING

Route Number: 0059 Years: 2005 - 2005  
Beginning MP: 0 Ending MP: 22.21

Page 2 of 2

| MP    | KP | Inter<br>sect<br>Type | Ramp<br>Num | Accident |                | g<br>h<br>t | t<br>e<br>r | i<br>r | Acc Type |     | Vehicle |        | Contrib Circ |     | Coll Road |      | Driver Fix Traff Surf Ped |     | City | County | ADT   | Acc<br>Ctrl<br>Num | F<br>I<br>R<br>e<br>u<br>s<br>r<br>g<br>c<br>s |            |            |            |            |            |
|-------|----|-----------------------|-------------|----------|----------------|-------------|-------------|--------|----------|-----|---------|--------|--------------|-----|-----------|------|---------------------------|-----|------|--------|-------|--------------------|--|------------|------------|------------|------------|------------|
|       |    |                       |             | Year     | Month Day Time |             |             |        | One      | Two | Three   | Number | Type         | Dir | Type      | Cond | One                       | Two |      |        |       |                    |  | Intent     | Obj        | cntrl      | Cond       |            |
| 12.20 |    |                       |             | 2005     | 9              | 29          | 22:44       | 3      | 1        | 1   | 5       | 1      | 02           | E   | 17        | 4    | 01                        | M   | 9    | 1      | 00000 | 53                 | 2665   | 29847 06 1 |            |            |            |            |
| 14.03 |    |                       |             | 2005     | 3              | 24          | 16:55       | 1      | 7        | 1   | 2       | R      | 1            | 07  | W         | 03   | 16                        | 01  | 01   | E      | B     | 5                  | 00000  | 53         | 2665       | 88708 06 1 |            |            |
| 14.03 |    |                       |             | 2005     | 3              | 24          | 16:55       | 1      | 7        | 1   | 2       | R      | 2            | 02  | W         | 03   | 00                        | 00  | 06   | B      | 5     | 00000              | 53   | 2665       | 88708 06 1 |            |            |            |
| 14.89 |    |                       |             | 2005     | 2              | 4           | 10:25       | 1      | 1        | 1   | R       | L      | 6            | 1   | 02        | E    | 17                        | 12  | 01   | L      | B     | 1                  | 00000  | 53         | 2665       | 97679 06 1 |            |            |
| 16.00 |    |                       |             | 2005     | 10             | 18          | 17:38       | 5      | 2        | 1   | L       | 6      | 1            | 07  | E         | 17   | 9                         | 06  | 01   | L      | A     | 2                  | 00000  | 53         | 2665       | 33082 06 1 |            |            |
| 16.50 |    |                       |             | 2005     | 3              | 4           | 19:15       | 4      | 8        | 2   | L       | 6      | 2            | 1   | 07        | E    | 03                        | 01  | A    | C      | 1     | 00000              | 53   | 2665       | 07313 06 1 |            |            |            |
| 16.50 |    |                       |             | 2005     | 3              | 4           | 19:15       | 4      | 8        | 2   | L       | 6      | 2            | 2   | 07        | W    | 03                        | 01  | C    | 1      | 00000 | 53                 | 2665   | 07313 06 1 |            |            |            |            |
| 16.50 |    |                       |             | 2005     | 3              | 4           | 19:15       | 4      | 8        | 2   | L       | 6      | 2            | 3   | 02        | W    | 03                        | 27  | 06   | C      | 1     | 00000              | 53   | 2665       | 07313 06 1 |            |            |            |
| 16.50 |    |                       |             | 2005     | 6              | 27          | 08:50       | 1      | 1        | 1   | R       | 8      | 6            | 1   | 10        | W    | 17                        | 01  | 18   | 01     | E     | B                  | 1  | 00000      | 53         | 2665       | 19505 06 1 |            |
| 16.60 |    |                       |             | 2005     | 11             | 25          | 15:30       | 1      | 1        | 2   | A       | L      | 6            | 1   | 07        | W    | 17                        | 26  | 51   | 01     | L     | B                  | 1  | 00000      | 53         | 2665       | 73099 06 1 |            |
| 17.00 |    |                       |             | 2005     | 3              | 25          | 13:15       | 1      | 3        | 1   | 2       | R      | 6            | 1   | 07        | E    | 06                        | 9   | 00   | 01     | L     | A                  | 4  | 00000      | 53         | 2665       | 08887 06 1 |            |
| 17.00 |    |                       |             | 2005     | 3              | 25          | 13:15       | 1      | 3        | 1   | 2       | R      | 6            | 2   | 02        | W    | 06                        | 9   | 55   | 18     | 01    | L                  | A  | 4          | 00000      | 53         | 2665       | 08887 06 1 |
| 17.00 |    |                       |             | 2005     | 11             | 24          | 09:12       | 1      | 1        | 3   | R       | L      | 6            | 1   | 02        | E    | 17                        | 16  | 03   | 01     | L     | B                  | 1  | 00000      | 53         | 2665       | 37228 06 1 |            |
| 17.48 |    |                       |             | 2005     | 12             | 25          | 04:30       | 3      | 8        | 3   | L       | 6      | 1            | 02  | E         | 17   | 40                        | 01  | L    | 9      | 1     | 00000              | 53   | 2665       | 40943 06 1 |            |            |            |
| 17.96 |    |                       |             | 2005     | 1              | 29          | 14:04       | 1      | 2        | 2   | 7       | R      | 1            | 07  | E         | 17   | 3                         | 55  | 01   | T      | B     | 2                  | 00000  | 53         | 2665       | 03118 06 1 |            |            |
| 20.20 |    |                       |             | 2005     | 2              | 24          | 20:18       | 3      | 1        | 1   | 2       |        | 1            | 07  | S         | 01   | 1                         | 04  | 02   | 9      | 1     | 00000              | 53   | 2665       | 05862 06 1 |            |            |            |
| 20.20 |    |                       |             | 2005     | 2              | 24          | 20:18       | 3      | 1        | 1   | 2       |        | 2            | 38  | N         | 01   | 1                         | 00  | 01   | 9      | 1     | 00000              | 53   | 2665       | 05862 06 1 |            |            |            |
| 21.00 |    |                       |             | 2005     | 12             | 7           | 14:32       | 1      | 1        | 1   | 2       |        | 1            | 02  | E         | 06   |                           |     | 01   | B      | 1     | 37170              | 53   | 2660       | 37781 06 1 |            |            |            |
| 21.00 |    |                       |             | 2005     | 12             | 7           | 14:32       | 1      | 1        | 1   | 2       |        | 2            | 02  | W         | 06   |                           |     | 01   | B      | 1     | 37170              | 53   | 2660       | 37781 06 1 |            |            |            |
| 21.94 |    |                       |             | 2005     | 7              | 13          | 22:40       | 4      | 1        | 3   | 2       |        | 1            | 07  | N         | 11   |                           | 06  | 01   | 5      | 1     | 37170              | 53   | 2635       | 20866 06 1 |            |            |            |
| 21.94 |    |                       |             | 2005     | 7              | 13          | 22:40       | 4      | 1        | 3   | 2       |        | 2            | 09  | W         | 11   |                           | 00  | 01   | 5      | 1     | 37170              | 53   | 2635       | 20866 06 1 |            |            |            |

11-37 11P 0.0 6 22.21 2002

| Sum Of Count | Acc Severity Cd                    |    |   |   |   |             |
|--------------|------------------------------------|----|---|---|---|-------------|
| Coll Type Cd | Coll Desc                          | 1  | 2 | 3 | 4 | Grand Total |
| 01           | HEAD ON                            | 1  |   |   |   | 1           |
| 01 Total     |                                    | 1  | 0 | 0 | 0 | 1           |
| 03           | REAR END                           | 1  | 2 |   |   | 3           |
| 03 Total     |                                    | 1  | 2 | 0 | 0 | 3           |
| 04           | SAME DIRECTION TURN RIGHT REAR END |    |   |   | 1 | 1           |
| 04 Total     |                                    | 0  | 0 | 0 | 1 | 1           |
| 06           | SIDE SWIPE (OPP)                   | 3  |   |   |   | 3           |
| 06 Total     |                                    | 3  | 0 | 0 | 0 | 3           |
| 07           | SIDE SWIPE (SAME)                  | 1  |   |   |   | 1           |
| 07 Total     |                                    | 1  | 0 | 0 | 0 | 1           |
| 11           | ANGLE (2 STR)                      |    |   | 1 |   | 1           |
| 11 Total     |                                    | 0  | 0 | 1 | 0 | 1           |
| 17           | SINGLE VEHICLE                     | 15 | 5 | 2 |   | 22          |
| 17 Total     |                                    | 15 | 5 | 2 | 0 | 22          |
| Grand Total  |                                    | 21 | 7 | 3 | 1 | 32          |

**UTAH DEPARTMENT OF TRANSPORTATION**

**Accident Types**

**Route No.** 0059      **Begin Milepoint** 0      **End Milepoint** 22.21

**End Year** 2005      **No. of Years** 1

| Accident Type |                       | Count     | Percent       |
|---------------|-----------------------|-----------|---------------|
| 2             | MV-MV                 | 8         | 25.00         |
| 5             | MV-ANIMAL(WILD)       | 2         | 6.25          |
| 7             | MV-OTHER OBJECT       | 1         | 3.13          |
| 8             | OVERTURNED IN ROADWAY | 1         | 3.13          |
| A             | OTHER NON-COLLISION   | 2         | 6.25          |
| L             | RAN OFF ROAD LEFT     | 6         | 18.75         |
| R             | RAN OFF ROAD RIGHT    | 12        | 37.50         |
| <b>Total</b>  |                       | <b>32</b> | <b>100.00</b> |

UTAH DEPARTMENT OF TRANSPORTATION

Surface Condition

Route No. 0059      Begin Milepoint 0      End Milepoint 22.21

End Year 2005      No. of Years 1

| Surface Condition | Count     | Percent       |
|-------------------|-----------|---------------|
| 1 DRY             | 26        | 81.25         |
| 2 WET             | 4         | 12.50         |
| 4 SNOWY           | 1         | 3.13          |
| 5 ICY             | 1         | 3.13          |
| <b>Total</b>      | <b>32</b> | <b>100.00</b> |

UTAH DEPARTMENT OF TRANSPORTATION

Light Condition

Route No. 0059      Begin Milepoint 0      End Milepoint 22.21

End Year 2005      No. of Years 1

| Light Condition                  | Count     | Percent       |
|----------------------------------|-----------|---------------|
| 1 DAYLIGHT                       | 18        | 56.25         |
| 2 DAWN                           | 3         | 9.38          |
| 3 DARKNESS STREET OR HIGHWAY NOT | 8         | 25.00         |
| 4 DARKNESS STREET OR HIGHWAY LIG | 2         | 6.25          |
| 5 DUSK                           | 1         | 3.13          |
| <b>Total</b>                     | <b>32</b> | <b>100.00</b> |

SR-59

2005 - 2006

MP 0.00 to 22.21

| Milepoint   | year |      | Grand Total |
|-------------|------|------|-------------|
|             | 2005 | 2006 |             |
| 0.14        |      | 1    | 1           |
| 0.5         | 1    |      | 1           |
| 0.65        | 1    | 1    | 2           |
| 0.7         | 1    |      | 1           |
| 1.5         |      | 1    | 1           |
| 2.2         | 1    |      | 1           |
| 2.5         | 1    |      | 1           |
| 5.4         | 1    |      | 1           |
| 6.01        | 1    |      | 1           |
| 6.2         | 1    |      | 1           |
| 8           | 1    |      | 1           |
| 8.5         | 1    |      | 1           |
| 8.7         | 1    |      | 1           |
| 9           |      | 1    | 1           |
| 9.5         |      | 1    | 1           |
| 9.73        | 1    |      | 1           |
| 9.81        | 1    |      | 1           |
| 10.6        | 1    |      | 1           |
| 10.7        | 1    | 1    | 2           |
| 11.85       | 1    |      | 1           |
| 12          | 1    |      | 1           |
| 12.2        | 1    |      | 1           |
| 14.03       | 1    |      | 1           |
| 14.3        |      | 1    | 1           |
| 14.89       | 1    |      | 1           |
| 16          | 1    |      | 1           |
| 16.5        | 2    |      | 2           |
| 16.6        | 1    |      | 1           |
| 17          | 2    |      | 2           |
| 17.48       | 1    |      | 1           |
| 17.96       | 1    |      | 1           |
| 20.02       |      | 1    | 1           |
| 20.2        | 1    |      | 1           |
| 21          | 1    |      | 1           |
| 21.94       | 1    |      | 1           |
| 22.2        | 1    |      | 1           |
| Grand Total | 32   | 8    | 40          |

SR-59

2005

MP 0.00 to 22.21

Coll.

| Milepoint   | 01 | 03 | 04 | 06 | 07 | 11 | 17 | Grand Total |
|-------------|----|----|----|----|----|----|----|-------------|
| 0.5         |    |    |    | 1  |    |    |    | 1           |
| 0.65        |    |    | 1  |    |    |    |    | 1           |
| 0.7         |    |    |    |    |    |    | 1  | 1           |
| 2.2         |    |    |    |    |    |    | 1  | 1           |
| 2.5         |    |    |    |    |    |    | 1  | 1           |
| 5.4         |    |    |    |    |    |    | 1  | 1           |
| 6.01        |    | 1  |    |    |    |    |    | 1           |
| 6.2         |    |    |    |    |    |    | 1  | 1           |
| 8           |    |    |    |    |    |    | 1  | 1           |
| 8.5         |    |    |    |    |    |    | 1  | 1           |
| 8.7         |    |    |    |    |    |    | 1  | 1           |
| 9.73        |    |    |    |    | 1  |    |    | 1           |
| 9.81        |    |    |    |    |    |    | 1  | 1           |
| 10.6        |    |    |    |    |    |    | 1  | 1           |
| 10.7        |    |    |    |    |    |    | 1  | 1           |
| 11.85       |    |    |    |    |    |    | 1  | 1           |
| 12          |    |    |    |    |    |    | 1  | 1           |
| 12.2        |    |    |    |    |    |    | 1  | 1           |
| 14.03       |    | 1  |    |    |    |    |    | 1           |
| 14.89       |    |    |    |    |    |    | 1  | 1           |
| 16          |    |    |    |    |    |    | 1  | 1           |
| 16.5        |    | 1  |    |    |    |    | 1  | 2           |
| 16.6        |    |    |    |    |    |    | 1  | 1           |
| 17          |    |    |    | 1  |    |    | 1  | 2           |
| 17.48       |    |    |    |    |    |    | 1  | 1           |
| 17.96       |    |    |    |    |    |    | 1  | 1           |
| 20.2        | 1  |    |    |    |    |    |    | 1           |
| 21          |    |    |    | 1  |    |    |    | 1           |
| 21.94       |    |    |    |    |    | 1  |    | 1           |
| 22.2        |    |    |    |    |    |    | 1  | 1           |
| Grand Total | 1  | 3  | 1  | 3  | 1  | 1  | 22 | 32          |

Route Name **0059 P**

From the Utah-Arizona state line northwesterly to Route 9 in Hurricane.

| Accum.<br>Mile | Feature Description |   |  |  |  |
|----------------|---------------------|---|--|--|--|
| 0.000          | Route Begins        | At Utah/Arizona State Line at Pavement Change via State Street in Hildale "Washington County" |  |  |  |
| 0.007          | Street Crossing     | Uzona Ave (600 North)   |  |  |  |
| 0.140          | Street Crossing     | Field Ave (700 North)   |  |  |  |
| 0.279          | Street Right        | Utah Ave (800 North)  |  |  |  |
| 0.364          | Street Right        | Cottonwood Street (1300 West)   |  |  |  |
| 0.464          | Pipe Culvert        |   |  |  |  |
| 0.657          | Street Crossing     | Mulberry Street (1500 West)   |  |  |  |
| 0.734          | Pipe Culvert        |   |  |  |  |
| 0.813          | Pipe Culvert        |   |  |  |  |
| 1.000          | Milepost            | 1   |  |  |  |
| 1.176          | Pipe Culvert        |   |  |  |  |
| 1.238          | Incorporated Limit  | Hildale City North Limits "Sign"  |  |  |  |
| 1.289          | Pipe Culvert        |   |  |  |  |
| 1.476          | Pipe Culvert        |   |  |  |  |
| 1.560          | Box Culvert         |   |  |  |  |
| 1.663          | Pipe Culvert        |   |  |  |  |
| 1.890          | Pipe Culvert        |   |  |  |  |
| 2.000          | Milepost            | 2   |  |  |  |
| 2.086          | Pipe Culvert        |   |  |  |  |
| 2.090          | Pipe Culvert        |   |  |  |  |
| 2.226          | Box Culvert         |   |  |  |  |
| 2.458          | Pipe Culvert        |   |  |  |  |
| 2.691          | Pipe Culvert        |   |  |  |  |
| 3.000          | Milepost            | 3   |  |  |  |
| 3.035          | Box Culvert         |   |  |  |  |
| 3.384          | Pipe Culvert        |   |  |  |  |
| 3.402          | Street Left         | Canaan Way  |  |  |  |
| 3.499          | Pipe Culvert        |   |  |  |  |
| 3.594          | Pipe Culvert        |   |  |  |  |
| 3.658          | Pipe Culvert        |   |  |  |  |
| 3.890          | Pipe Culvert        |   |  |  |  |
| 3.953          | Pipe Culvert        |   |  |  |  |
| 4.000          | Milepost            | 4   |  |  |  |
| 4.072          | Box Culvert         |   |  |  |  |
| 4.187          | Pipe Culvert        |   |  |  |  |
| 4.397          | Pipe Culvert        |   |  |  |  |
| 4.553          | Pipe Culvert        |   |  |  |  |
| 4.739          | Road Crossing       | Bubbling Well Lane  |  |  |  |
| 4.796          | Pipe Culvert        |   |  |  |  |
| 4.970          | Pipe Culvert        |   |  |  |  |
| 5.000          | Milepost            | 5   |  |  |  |
| 5.004          | Pipe Culvert        |   |  |  |  |
| 5.116          | Road Right          |   |  |  |  |
| 5.135          | Box Culvert         |   |  |  |  |

| Start | End          | Length       |
|-------|--------------|--------------|
| 0.00  | 22.159       | 22.159       |
| 0.00  | 22.206       | 22.206       |
|       | <u>0.047</u> | <u>0.047</u> |

old  
New  
Diff

Route Name      **0059 P**

| Accum.<br>Mile | Feature Description |  |
|----------------|---------------------|--|
| 5.299          | Pipe Culvert        |  |
| 5.479          | Pipe Culvert        |  |
| 5.600          | Pipe Culvert        |  |
| 5.630          | Road Crossing       |  |
| 5.724          | Pipe Culvert        |  |
| 5.789          | Pipe Culvert        |  |
| 5.883          | Pipe Culvert        |  |
| 5.947          | Pipe Culvert        |  |
| 6.000          | Milepost            | 6  |
| 6.008          | Pipe Culvert        |  |
| 6.072          | Pipe Culvert        |  |
| 6.367          | Pipe Culvert        |  |
| 6.471          | Box Culvert         |  |
| 6.840          | Pipe Culvert        |  |
| 6.996          | Pipe Culvert        |  |
| 7.000          | Milepost            | 7  |
| 7.050          | Pipe Culvert        |  |
| 7.314          | Box Culvert         |  |
| 7.494          | Pipe Culvert        |  |
| 7.650          | Pipe Culvert        |  |
| 7.922          | Underpass           |  |
| 8.000          | Milepost            | 8  |
| 8.132          | Road Crossing       | Big Plain Junction - Scenic Backroad Right |
| 8.392          | Pipe Culvert        |  |
| 8.722          | Road Left           | Little Creek Mountain                      |
| 9.000          | Milepost            | 9  |
| 9.246          | Box Culvert         | Goulds - 0H9862                            |
| 9.357          | Pipe Culvert        |  |
| 9.538          | Pipe Culvert        |  |
| 9.639          | Box Culvert         |  |
| 9.735          | Road Left           | Paradise Canyon                            |
| 9.834          | Pipe Culvert        |  |
| 10.000         | Milepost            | 10   |
| 10.049         | Pipe Culvert        |  |
| 10.201         | Pipe Culvert        |  |
| 10.324         | Road Right          | Little Creek Station                       |
| 10.370         | Pipe Culvert        |  |
| 10.446         | Road Left           |  |
| 10.578         | Box Culvert         |  |
| 11.000         | Milepost            | 11   |
| 11.136         | Pipe Culvert        |  |
| 11.181         | Pipe Culvert        |  |
| 11.314         | Pipe Culvert        |  |
| 11.658         | Box Culvert         |  |
| 11.829         | Road Left           | Apple Valley Drive                         |

Route Name      **0059 P**

| Accum.<br>Mile | Feature Description |                      |
|----------------|---------------------|----------------------|
| 11.861         | Pipe Culvert        |                      |
| 11.985         | Pipe Culvert        |                      |
| 12.000         | Milepost            | 12                   |
| 12.131         | Pipe Culvert        |                      |
| 12.220         | Pipe Culvert        |                      |
| 12.435         | Pipe Culvert        |                      |
| 12.510         | Pipe Culvert        |                      |
| 12.645         | Road Left           |                      |
| 12.758         | Pipe Culvert        |                      |
| 12.974         | Box Culvert         | Goulds Wash - 0E2052 |
| 13.000         | Milepost            | 13                   |
| 13.131         | Pipe Culvert        |                      |
| 13.242         | Pipe Culvert        |                      |
| 13.362         | Pipe Culvert        |                      |
| 13.418         | Pipe Culvert        |                      |
| 13.493         | Road Left           |                      |
| 13.550         | Pipe Culvert        |                      |
| 13.664         | Pipe Culvert        |                      |
| 13.728         | Pipe Culvert        |                      |
| 13.832         | Pipe Culvert        |                      |
| 13.879         | Road Left           |                      |
| 13.887         | Pipe Culvert        |                      |
| 13.965         | Pipe Culvert        |                      |
| 14.000         | Milepost            | 14                   |
| 14.062         | Box Culvert         |                      |
| 14.151         | Pipe Culvert        |                      |
| 14.206         | Pipe Culvert        |                      |
| 14.248         | Pipe Culvert        |                      |
| 14.310         | Pipe Culvert        |                      |
| 14.404         | Pipe Culvert        |                      |
| 14.546         | Pipe Culvert        |                      |
| 14.661         | Pipe Culvert        |                      |
| 14.703         | Pipe Culvert        |                      |
| 14.765         | Pipe Culvert        |                      |
| 14.839         | Pipe Culvert        |                      |
| 14.891         | Pipe Culvert        |                      |
| 14.957         | Pipe Culvert        |                      |
| 15.000         | Milepost            | 15                   |
| 15.033         | Pipe Culvert        |                      |
| 15.105         | Pipe Culvert        |                      |
| 15.155         | Pipe Culvert        |                      |
| 15.218         | Pipe Culvert        |                      |
| 15.270         | Pipe Culvert        |                      |
| 15.327         | Pipe Culvert        |                      |
| 15.356         | Pipe Culvert        |                      |

Route Name **0059 P**

| Accum.<br>Mile | Feature Description |                                    |
|----------------|---------------------|------------------------------------|
| 15.422         | Pipe Culvert        |                                    |
| 15.472         | Pipe Culvert        |                                    |
| 15.607         | Pipe Culvert        |                                    |
| 15.666         | Pipe Culvert        |                                    |
| 15.668         | Pipe Culvert        |                                    |
| 15.836         | Pipe Culvert        |                                    |
| 15.989         | Pipe Culvert        |                                    |
| 16.000         | Milepost            | 16                                 |
| 16.131         | Pipe Culvert        |                                    |
| 16.202         | Pipe Culvert        |                                    |
| 16.342         | Pipe Culvert        |                                    |
| 16.377         | Pipe Culvert        |                                    |
| 16.486         | Pipe Culvert        |                                    |
| 16.594         | Pipe Culvert        |                                    |
| 16.631         | Pipe Culvert        |                                    |
| 16.653         | Pipe Culvert        |                                    |
| 16.733         | Pipe Culvert        |                                    |
| 16.791         | Pipe Culvert        |                                    |
| 16.853         | Pipe Culvert        |                                    |
| 16.920         | Pipe Culvert        |                                    |
| 17.000         | Milepost            | 17                                 |
| 17.011         | Pipe Culvert        |                                    |
| 17.127         | Road Right          |                                    |
| 17.246         | Pipe Culvert        |                                    |
| 17.414         | Pipe Culvert        |                                    |
| 17.593         | Pipe Culvert        |                                    |
| 18.000         | Milepost            | 18                                 |
| 18.093         | Pipe Culvert        |                                    |
| 18.176         | Pipe Culvert        |                                    |
| 18.442         | Pipe Culvert        |                                    |
| 18.707         | Pipe Culvert        |                                    |
| 18.805         | Pipe Culvert        |                                    |
| 18.810         | Road Left           |                                    |
| 18.903         | Fed Aid Route Right | Route 3197                         |
| 18.943         | Box Culvert         |                                    |
| 19.000         | Milepost            | 19                                 |
| 19.056         | Pipe Culvert        |                                    |
| 19.230         | Pipe Culvert        |                                    |
| 19.348         | Pipe Culvert        |                                    |
| 19.374         | Off Ramp            | Brake Test Area                    |
| 19.498         | On Ramp             | Brake Test Area                    |
| 19.514         | Incorporated Limit  | Hurricane City South Limits "Sign" |
| 19.675         | Pipe Culvert        |                                    |
| 19.742         | Pipe Culvert        |                                    |
| 19.919         | Pipe Culvert        |                                    |

Route Name      **0059 P**

| Accum.<br>Mile | Feature Description |  |
|----------------|---------------------|--|
| 20.000         | Milepost            | 20   |
| 20.112         | Box Culvert         |  |
| 20.280         | Box Culvert         |  |
| 20.387         | Pipe Culvert        |  |
| 20.504         | Pipe Culvert        |  |
| 20.579         | Pipe Culvert        |  |
| 20.846         | Pipe Culvert        |  |
| 20.856         | Off Ramp            | Runaway Truck Ramp                                 |
| 20.912         | Pipe Culvert        |  |
| 21.000         | Milepost            | 21   |
| 21.051         | Underpass           |  |
| 21.199         | Street Left         | 600 East   |
| 21.479         | Street Left         |  |
| 21.479         | Pipe Culvert        |  |
| 21.576         | Pipe Culvert        |  |
| 21.778         | Pipe Culvert        |  |
| 21.921         | Pipe Culvert        |  |
| 22.000         | Milepost            | 22   |
| 22.016         | Street Crossing     | 100 East   |
| 22.116         | Street Crossing     | Main Street  |
| 22.116         | Route Turns Right   | Onto Main Street                                   |
| 22.206         | Route Ends          | At Junction SR-9 (State Street) at South Side Curb |

For 2002-2004 STATE ROUTE SR-59B

DESCRIPTION:

From the Utah-Arizona state line northwesterly to Route 9 in Hurricane.

PAGE 1 OF 3

| COUNTY:    | OFFSET | DIFF. | ACCU. | REMARK  | ROUTE LENGTH     |
|------------|--------|-------|-------|---|------------------|
| Washington |        |       |       |   | 22.159           |
|            | 0.000  | 0.000 | 0.000 | Reference Post 0  | STANDARD ADDRESS |
|            | 0.000  | 0.000 | 0.000 | Begin SR-59 at Utah/Arizona State Line at Pavement Change in Washington County - Functional Class Minor Arterial - Maintenance Station No. 4522/Hurricane | 0+0.00           |
|            | 0.009  | 0.009 | 0.009 | Uzona Avenue Crossing (600 North)   | 0+0.01           |
|            | 0.139  | 0.130 | 0.139 | Field Avenue Left (700 North)   | 0+0.14           |
|            | 0.282  | 0.143 | 0.292 | Utah Avenue Right (800 North)   | 0+0.28           |
|            | 0.365  | 0.083 | 0.365 | Road Right  | 0+0.37           |
|            | 0.658  | 0.293 | 0.658 | Road Left at Angle  | 0+0.66           |
|            | 1.001  | 0.343 | 1.001 | Reference Post 1  | 1+0.00           |
|            | 0.561  | 0.561 | 1.562 | Box Culvert Underpass   | 1+0.56           |
|            | 1.002  | 0.441 | 2.003 | Reference Post 2  | 2+0.00           |
|            | 0.083  | 0.083 | 2.086 | Double Pipe Culvert   | 2+0.08           |
|            | 1.001  | 0.918 | 3.004 | Reference Post 3  | 3+0.00           |
|            | 0.395  | 0.395 | 3.399 | Road Left   | 3+0.40           |
|            | 0.996  | 0.601 | 4.000 | Reference Post 4  | 4+0.00           |
|            | 1.005  | 1.005 | 5.005 | Reference Post 5  | 5+0.00           |
|            | 0.097  | 0.097 | 5.102 | Road Right  | 5+0.10           |
|            | 0.308  | 0.211 | 5.313 | Unimproved Road Left  | 5+0.31           |
|            | 0.615  | 0.307 | 5.620 | Unimproved Road Left  | 5+0.62           |
|            | 1.002  | 0.357 | 6.007 | Reference Post 6  | 6+0.00           |
|            | 1.002  | 1.002 | 7.009 | Reference Post 7  | 7+0.00           |
|            | 0.891  | 0.891 | 7.900 | Box Culvert Underpass   | 7+0.89           |
|            | 1.003  | 0.112 | 8.012 | Reference Post 8  | 8+0.00           |
|            | 0.108  | 0.108 | 8.120 | Big Plain Junction Crossing at Angle - Scenic Backroad Right  | 8+0.11           |
|            | 0.688  | 0.580 | 8.700 | Road Left to Little Creek Mountain  | 8+0.69           |
|            | 0.969  | 0.281 | 8.981 | Reference Post 9  | 9+0.00           |
|            | 0.240  | 0.240 | 9.221 | Goulds Box Culvert Wash   | 9+0.24           |
|            | 0.240  | 0.000 | 9.221 | OH-9862   | 9+0.24           |

| COUNTY:    | STATE ROUTE SR-59B |       |             |                                    | ROUTE LENGTH     |
|------------|--------------------|-------|-------------|------------------------------------|------------------|
| Washington |                    |       |             |                                    | 22.159           |
| OFFSET     | OFFSET             | DIFF  | ACCUM. MILE | REMARK                             | STANDARD ADDRESS |
| 0.730      | 0.490              | 0.490 | 9.711       | Road Left to Paradise Canyon Ranch | 9+0.73           |
| 1.003      | 0.273              | 0.273 | 9.984       | Reference Post 10                  | 10+0.00          |
| 0.316      | 0.316              | 0.316 | 10.300      | Road Right to Little Creek Station | 10+0.32          |
| 0.432      | 0.116              | 0.116 | 10.416      | Unimproved Road Left               | 10+0.43          |
| 1.002      | 0.570              | 0.570 | 10.986      | Reference Post 11                  | 11+0.00          |
| 0.821      | 0.821              | 0.821 | 11.807      | Apple Valley Drive Left at Angle   | 11+0.82          |
| 1.002      | 0.181              | 0.181 | 11.988      | Reference Post 12                  | 12+0.00          |
| 0.614      | 0.614              | 0.614 | 12.602      | Road Crossing (Offset)             | 12+0.61          |
| 0.738      | 0.124              | 0.124 | 12.726      | Goulds Box Culvert Wash            | 12+0.74          |
| 0.798      | 0.000              | 0.000 | 12.726      | OE-2052                            | 12+0.74          |
| 1.003      | 0.265              | 0.265 | 12.991      | Reference Post 13                  | 13+0.00          |
| 0.105      | 0.105              | 0.105 | 13.096      | Private Road Right                 | 13+0.11          |
| 0.859      | 0.754              | 0.754 | 13.850      | Road Left                          | 13+0.86          |
| 1.002      | 0.143              | 0.143 | 13.993      | Reference Post 14                  | 14+0.00          |
| 0.627      | 0.627              | 0.627 | 14.620      | Private Road Left                  | 14+0.63          |
| 1.003      | 0.376              | 0.376 | 14.996      | Reference Post 15                  | 15+0.00          |
| 0.244      | 0.244              | 0.244 | 15.240      | Private Road Left                  | 15+0.24          |
| 0.631      | 0.387              | 0.387 | 15.627      | Double Pipe Culvert Wash           | 15+0.63          |
| 1.001      | 0.370              | 0.370 | 15.997      | Reference Post 16                  | 16+0.00          |
| 0.851      | 0.851              | 0.851 | 16.848      | Private Road Left                  | 16+0.85          |
| 1.002      | 0.151              | 0.151 | 16.999      | Reference Post 17                  | 17+0.00          |
| 0.088      | 0.088              | 0.088 | 17.087      | Unimproved Road Right              | 17+0.09          |
| 1.003      | 0.915              | 0.915 | 18.002      | Reference Post 18                  | 18+0.00          |
| 0.764      | 0.764              | 0.764 | 18.766      | Road Left                          | 18+0.76          |
| 0.856      | 0.092              | 0.092 | 18.858      | Road Right                         | 18+0.86          |
| 0.931      | 0.075              | 0.075 | 18.933      | Reference Post 19                  | 19+0.00          |
| 0.464      | 0.464              | 0.464 | 19.397      | Entrance Right to Brake Test Area  | 19+0.46          |
| 0.509      | 0.045              | 0.045 | 19.442      | Unimproved Road Right              | 19+0.51          |
| 1.001      | 0.492              | 0.492 | 19.934      | Reference Post 20                  | 20+0.00          |
| 0.639      | 0.639              | 0.639 | 20.573      | Hurricane City/East Limits         | 20+0.64          |
|            |                    |       |             |                                    |                  |
|            |                    |       |             |                                    |                  |